

ARMY



NAVY

GAZETTE OF THE
REGULAR

JOURNAL.

AND VOLUNTEER
FORCES.

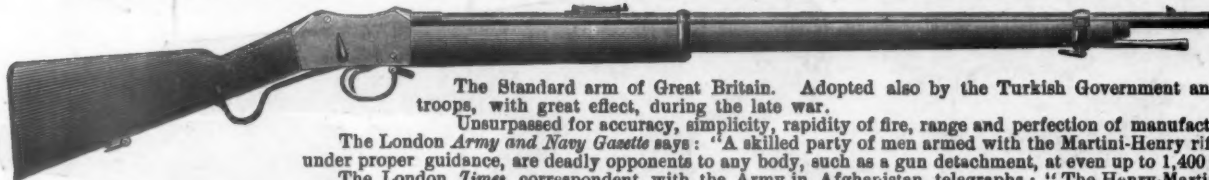
VOLUME XVI.—NUMBER 51.
WHOLE NUMBER 811.

NEW YORK, SATURDAY, MARCH 8, 1879.

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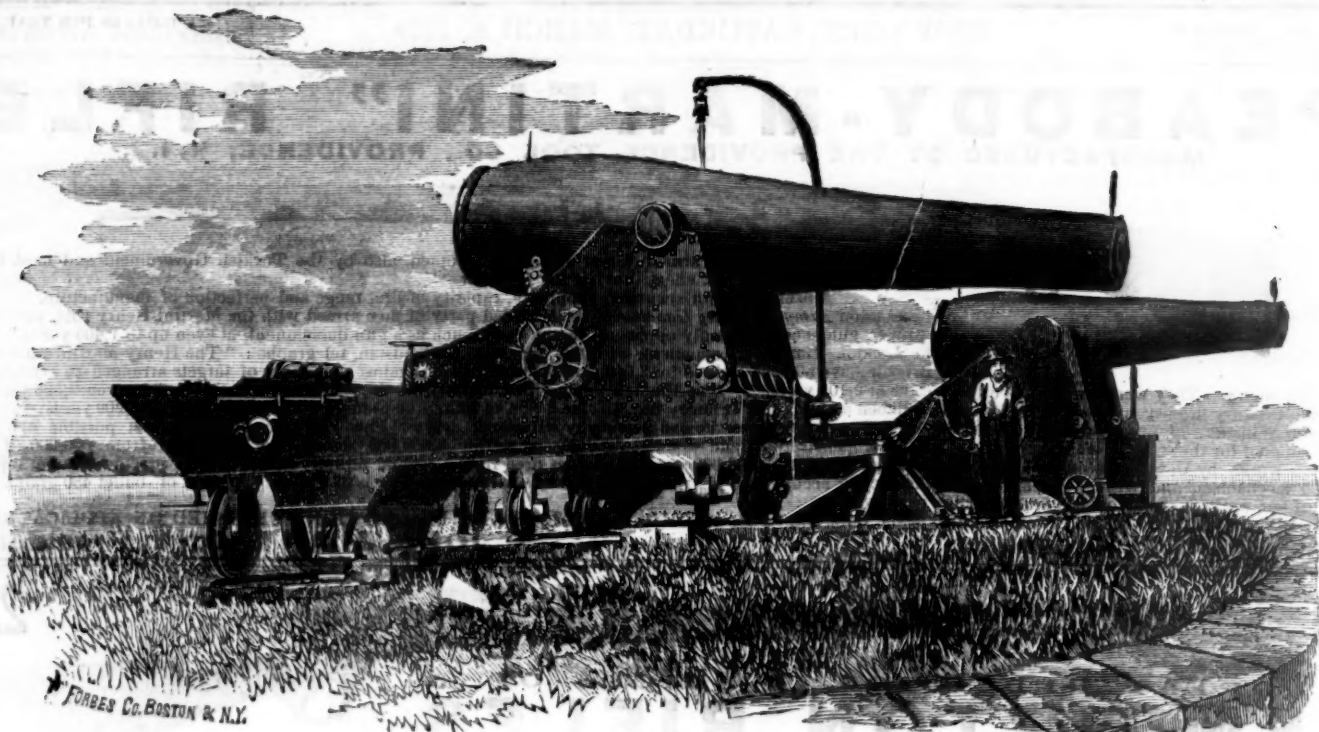
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The above illustration is from a photograph taken at Sandy Hook, of the 10-inch and 12 $\frac{1}{2}$ -inch experimental rifles, manufactured by the South Boston Iron Co. for the United States Government.

The report of the test firing is recorded in the report of the Chief of Ordnance for 1878, where Gen. Bénéat states that they have proved more powerful than guns of like calibre, produced at the famous works of Krupp and Armstrong, in Europe.

The Constructor of Ordnance, U. S. A., says to the South Boston Iron Co., under date of Nov. 8, 1878: "The association of your foundry with the United States Ordnance Department has been so long, and the product you have furnished—more especially in your line of the heaviest ordnance—gives such continued satisfaction, that I have no hesitation in assuring you, that you have the entire confidence of the Ordnance Department in the executing of any work of this character entrusted to your execution." "And I venture to assert that your production of cast iron for gun construction cannot be excelled either here or abroad." "We are now sufficiently far advanced in experiments to confidently go to work with a view of introducing guns of the largest calibre, and of equal power to any of those that are fabricated in the work shops of the governments of Europe; also the celebrated private manufacturers of Essen (Krupp), Armstrong, Whitworth and Firth." "The table of 'powers' will show that our ordnance—as far as developed, calibre for calibre—have equal powers at least with those of Europe." "Their endurance, as far as tested, (see reports of the Chief of Ordnance, U. S. A., of 1874, 1875, 1876, and 1877), are all that could be desired."

Table of Comparative Power of American and European Heavy Rifled Ordnance.

Kind of gun.	Calibre. Inches.	Weight of gun. Tons.	Length of bore. Inches.	Charge of powder. Pounds.	Weight of shot. Pounds.	Muzzle velocity. Feet.	Pressure per sq. in. of bore. Pounds.	Energy per inch of shot's circumference, at—				
								Muzzle. Foot-tons.	1,000 yards. Foot-tons.	2,000 yards. Foot-tons.	3,000 yards. Foot-tons.	4,000 yards. Foot-tons.
English M. L. Wrought iron, steel tube.....	12	35	162.5	110	700	1300	32,864	217.7	184	157.5	136.4	121.9
Krupp B. L. Steel.....	12	35.30	227.167	110	664	1329	29,106	215.8	180	152.6	130.9	113.6
Italian B. L. Cast-iron, steel-hooped.....	12.6	37	252	110	770	1230	19,845	200.8	171.4	147.9	130.2	113.4
American M. L. Cast-iron, wrought iron tube.....	12.25	40	227	110	700	1403	31,750	248.4	205.8	173.2	147.9	127.7
English M. L. Wrought iron, steel tube.....	10	18	145.5	70	400	1364	47,040	164.3	132.9	100.7	82.9	78.4
Krupp B. L. Steel.....	10	19.44	169.6	66	374	1425	167.9	132.7	107.5	88.6	74.6
Italian B. L. Cast-iron, steel-hooped.....	9.448	17	157.5	66	330	1426.8	32,000	157	123.7	99.6	82.4	69.2
French B. L. Cast-iron, steel-hooped, and tubed.....	9.409	13.8	102.55	61.74	317.6	1427	150	117	93.8	76.8	64
American M. L. Cast-iron, wrought iron tube.....	10	18	147.22	70	400	1381	22,600	168.4	135.6	111.8	93.8	79.7

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ARMY AND NAVY JOURNAL.

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NEW YORK, SATURDAY, MARCH 8, 1879.

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SUBSCRIPTION, SIX DOLLARS A YEAR.

THE ARMY.

RUTHERFORD B. HAYES, President and Com'r-in-Chief.
George W. McCrary, Secretary of War.

W. T. Sherman, General of the Army of the United States
Washington, D. C. Brig.-Gen. E. D. Townsend, Adj.-General.

By direction of the Secretary of War, the following Circular, issued for the instruction of Indian agents, from the office of the Commissioner of Indian Affairs, and applicable to cases of the selling or giving of spirituous liquor to Indians under the charge of any Indian superintendent or agent, in any locality, whether or not the same may be "Indian country," is hereby published for the information of the Army:

DEPT. OF THE INTERIOR, OFFICE INDIAN AFFAIRS,
WASHINGTON, March 30, 1878.

Civilization, 1878. Circular No. 13.

SIR: Your attention is called to the provisions of Section 2139, U. S. Revised Statutes, in relation to the suppression of the traffic in intoxicating liquors. By the act of Feb. 13, 1862, it was made a crime, punishable by fine and imprisonment, to sell liquors to Indians under the care of a superintendent or agent, whether on or off their reservations; and the constitutionality of this law was affirmed by the Supreme Court in 1865. On the revision of the laws in 1873-74 this law was changed so that its penalties could only apply to persons found guilty of selling liquor to Indians on their reservations; but an act, approved Feb. 27, 1877 (U. S. Statutes, vol. 19, page 244), restores the provisions of the law of 1862 by striking out of section 2139 the words "except to an Indian, in the Indian country," so that persons who now engage in the liquor traffic with Indians, no matter in what locality, or who give it to them, are liable to a penalty of three hundred dollars and two years imprisonment.

Having, therefore, the power to break up to a great extent this demoralizing traffic, you are expected to use the utmost vigilance in enforcing the penalties of the law against all persons who engage in it with the Indians under your charge, whether this is done on or off the reservation.

When persons are detected in a violation of the law their cases should be placed in the hands of the District Attorney for the district wherein the crime was committed, in order that they may be promptly arrested, tried, and punished; and you will co-operate with that officer in his efforts to convict the guilty parties, furnishing him with the requisite evidence and all the facts that you may be able to obtain for the purpose indicated. You will also observe that Indians are competent witnesses in these cases. (See Section 2140, U. S. Revised Statutes.) Very respectfully,

E. A. HAYT, Commissioner.

All officers of the Army, especially those acting as Indian agents, are instructed to observe the directions in the last paragraph of the above Circular, and to co-operate with the District Attorneys as there indicated (G. O. 8, Feb. 25, H. Q. A.)

By direction of the Secretary of War, St. Louis Bks. Mo., now used as a clothing and equipage Depot, will hereafter be officially known and designated as the St. Louis Clothing Depot (G. O. 9, Feb. 26, H. Q. A.)

By direction of the Secretary of War, the second paragraph of G. O. 73, H. Q. A., June 16, 1870, is amended so as to read as follows: Flags and post guard report books needed strictly for post or garrison purposes, and spades, shovels, axes, hatchets, pickaxes, and brooms, required for the police of the post, may be issued by the Post Quartermaster, on special requisition approved and ordered by the commanding officer, and will be received for by the officer making the requisition. Articles thus drawn and receipted for may be dropped by the Quartermaster from his returns, his responsibility for them thereafter ceasing. Articles other than those herein enumerated are to be accounted for under the general regulations relating to accountability for public property (G. O. 11, March 4, H. Q. A.)

The following Acts of Congress are published for the information and government of all concerned:

AN ACT for the relief of James Chitt, late Captain 5th Tennessee Cavalry.

(Gives him the full amount of pay and emoluments as a 1st Lieutenant of cavalry commanding company, from Sept. 19, 1863, to March 26, 1864.)
Approved Feb. 15, 1879.

II. AN ACT for the relief of Francis O. Wyse.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to place on the list of retired officers of the United States Army the name of Francis O. Wyse, as retired lieutenant-colonel of the 4th Regiment of United States Artillery: *Provided, however,* That he shall receive no pay compensation or allowance of any kind under the provisions of this act for the time intervening between the 25th day of July, 1863, and the date of the approval of this act.
Approved Feb. 19, 1879. (G. O. 12, March 5, H. Q. A.)

STAFF CORPS AND DEPARTMENTS.

Major Lawrence S. Babbitt, Ord. Dept., Act. Chief Engineer Officer, will proceed to Olympia, W. T., carrying out the verbal instructions of the Dept. Commander (S. O. 16, Feb. 10, D. C.)

Major Michael P. Small, C. S., will proceed to Omaha, Neb., on public business (S. O. 16, Feb. 26, M. D. M.)

So much of S. O. 16, Jan. 20, 1879, from this office, as relates to Major William Myers, Q. M., is revoked. Major Myers will, upon the expiration of his present leave of absence, or prior to that date if he shall desire to relinquish his leave, report to the Lieutenant-General, comd'g Mil. Div. of the Mo., for duty (S. O., Feb. 26, W. D.)

Major Thomas C. Sullivan, C. S., will, in addition to his present duties as Chief C. S. Dept. of the Columbia, perform the duty of Purchasing Commissary at Portland, Ore. (S. O., March 4, W. D.)

So much of S. O. 112, of Dec. 31, 1878, from these Hdqrs, as directs Capt. Edwin B. Atwood, Asst. Q. M., to report to the Comd'g Gen. Dept. of Dakota, is revoked. Capt. Atwood will report to the Comd'g Gen. Dept. of Texas, for assignment to duty at Fort Concho,

Texas, relieving Capt. Nathaniel S. Constable, Asst. Q. M., who is relieved at his own request. Capt. Constable will report to the Comd'g Gen. Dept. of Dakota, for duty (S. O. 14, Feb. 24, M. D. M.)

Before a General Court-Martial which convened at Camp Grant, A. T., Nov. 11, 1878, of which Colonel James Oakes, 6th Cavalry, is president, was arraigned and tried—Assistant Surgeon R. L. Rosson, U. S. A. Charge—"Conduct unbecoming an officer and gentleman." Five specifications allege various dishonest transactions; another alleges an improper statement "in the presence of several officers and civilians," and the 7th and last alleges that the accused "being on duty at Camp Thomas, A. T., did, to the scandal and disgrace of the Service, visit a house of public prostitution and dance house, situated on the outskirts of said camp, and did then and there, in the public dance hall of said house, publicly dance with enlisted men and prostitutes in the presence of (and well known to) civilians and enlisted men stationed at said camp." Dr. Rosson was found guilty upon all the specifications and sentenced "To be dismissed from the service of the United States." The sentence is confirmed, and will take effect March 22, 1879, from which date he will cease to be an officer of the Army (G. C. M. O. 13, Feb. 25, H. Q. A.)

PAYMENT OF TROOPS.

Major P. P. G. Hall, P. D., will pay the troops stationed at Camp Mojave, A. T., to include the muster of Dec. 31, 1878 (S. O. 16, Feb. 10, D. A.)

The following assignment of Paymasters to pay the troops in this Dept., for the muster of Feb. 28, 1879, is made, viz: For the post of Fort Omaha, Neb., Major H. C. Pratt, P. D.; for the posts of Forts Douglas and Cameron, Utah, Fort Hall, Idaho, and Fort Washakie, W. T., Major T. H. Stanton, P. D.; for the posts of Forts Sanders and Fred Steele, W. T., Major R. D. Clarke, P. D.; for the posts of Forts Harbison, McPherson, Sidney, and Robinson, and Camp Sheridan, Neb., Major H. G. Thomas, P. D.; for the posts of Fort D. A. Russell, Camp at Cheyenne Depot, and Forts Laramie, Fetterman, and McKinney, W. T., Maj. Joseph W. Wham, P. D. (S. O. 18, Feb. 20, D. P.)

ANNULLED.

The contract of A. A. Surg. B. G. McPail is annulled, at his own request, to date from the 13th inst. (S. O. 17, Feb. 12, D. A.)

NON-COMMISSIONED OFFICERS, ETC.

Ord. Sergt. Richard Brown is relieved from duty at Fort D. A. Russell, Wy. T., and will proceed to Fort Duncan, Texas, for duty; Ord. Sergt. Cornelius Kelly is relieved from duty at Fort Leavenworth, Kas., and will proceed to Fort Griffin, Texas, for duty (S. O. 15, Feb. 25, M. D. M.)

So much of Par. 7, S. O. 38, Feb. 15, 1879, from this office, as directs Com. Sergt. Wm. E. B. Levy to proceed to Fort Monroe, Va., is revoked, and he will proceed to the Washington Arsenal, D. C., for duty (S. O., Feb. 28, W. D.)

Hosp. Stewd. S. L. Niles is relieved from duty in the Dept. of the South, and will report at the Hdqrs. Dept. of the East for duty (S. O., March 1, W. D.)

Com. Sergt. James M. Hill is relieved from duty at Alcatraz Island, Cal., and will proceed to Fort Whipple, A. T., for duty, relieving Com. Sergt. Rudolph Richter, who will proceed to Alcatraz Island, Cal., for duty (S. O., March 3, W. D.)

Com. Sergt. John Burke will report to the C. O. Fort Lyon, Col., for duty at that post, to relieve Com. Sergt. William Minser, who will proceed to the new post on the south side of the North Fork of the Canadian River, for duty (S. O., Feb. 27, W. D.)

So much of S. O. 15, c. s., from these Hdqrs, as relates to Ord. Sergt. Cornelius Kelly is revoked. Ord. Sergt. Gervas Loesch is relieved from duty at Fort Hays, Kas., and will proceed to Ft. Griffin, Texas, for duty (S. O. 20, March 3, M. D. M.)

THE LINE.

1ST CAVALRY, Colonel Cuvier Grover.—Headquarters, and A. B. D. F. E. M., Fort Walla Walla, Wash. T.; A. E. Camp Harney, Ore.; C. Camp Bidwell, Cal.; G. Fort Boise, Idaho T.; J. Camp Huleock, Nev.; H. Fort Colville, Wash. T.; L. Fort Klamath, Ore.

Detached Service.—Capt. Camillo C. Carr will report to the Supt. Gen. Recruiting Service to conduct a detachment of recruits to the Pacific Coast (S. O., Feb. 28, W. D.)

2d Lieut. John Pitcher will report to the Supt. Gen. Recruiting Service to accompany a detachment of recruits to the Pacific Coast (S. O., Feb. 28, W. D.)

Non-Com. Staff.—1st Sergt. George H. Richmond, Co. A, 1st Cav., will report to the C. O. 1st Cav., Fort Walla Walla, W. T., with a view to his promotion to regimental Sergeant Major (S. O. 15, Feb. 8, D. C.)

2ND CAVALRY, Colonel I. N. Palmer.—Headquarters and C. D. G. M., Fort Custer, M. T.; A. B. E. I. Fort Keogh; F. H. K. L. Fort Ellis M. T.

ROSTER OF COMMISSIONED OFFICERS 2d CAVALRY.—Headquarters, Fort Custer, Mont. T.: Lieut.-Col. A. G. Brackett, Comd'g. Regiment; Major D. S. Gordon; Adj. Wm. C. Rawlins; Q. M. J. L. Fowler; Capt. J. Mix, M.; Capt. E. J. Spaulding; C. Capt. T. J. Gregg; D. 1st Lieut. S. M. Swigert; Dr. 1st Lieut. J. H. Coale; C. 2d Lieut. E. J. McClernand, G. Post Adj.: 2d Lieut. H. C. Lapoint, M. Post Comy.; 2d Lieut. H. D. Huntington, D. Fort Ellis, Mont. T.; Major J. S. Brishin; Capt. E. Ball; H. Capt. G. L. Tyler, F.; Capt. J. Egan, K.; Capt. R. Norwood, L; 1st Lieut. J. G. McAdams, H; 1st Lieut. F. U. Robinson, K; 2d Lieut. J. N. Allison, K; 1st Lieut. A. M. Fuller, F. Fort Keogh, D. T.; Major E. M. Baker; Capt. J. T. Penie, B. in arrest; 1st Lieut. M. O'Brien, B, Adj.; 1st Lieut. W. F. Clark, E; 2d Lieut. D. C. Pear-

son, A; 2d Lieut. F. W. Kingsbury, I; 2d Lieut. F. W. Sibley, E. Washington, D. C.; 1st Lieut. F. C. Gragan, F, with Chief Sig. Officer. Newport, Ky.; 1st Lieut. C. Angus, A. A. D. C. to Gen. Augur. Champaign, Ill.; 1st Lieut. W. A. Diawiddle, M. Prof. of Tactics. West Point, N. Y.; 2d Lieut. C. B. Schofield, L. A. D. C. to Gen. Schofield. Fort Snelling, Minn.; 2d Lieut. L. H. Jerome, H. in arrest. Boston, Mass.; Capt. H. E. Noyes, I, 89 Court St., on G. M. R. S. On Leave: Col. I. N. Palmer, Washington, D. C.; Capt. T. B. Dewees, A. Norristown, Pa.; Capt. E. R. Wells, E. Albany, N. Y.; Capt. J. N. Wheelan, G; 1st Lieut. S. T. Hamilton, G; 1st Lieut. C. T. Hall, Adj. I., Emporia, Kas.; 1st Lieut. G. C. Doane, L. Q. M.; 2d Lieut. C. F. Roe, B, Paris, France; 2d Lieut. C. B. Hoppin, C.

3RD CAVALRY, Col. Wash. L. Elliott.—Headquarters, and A. B. D. F. Fort Laramie, Wy. T.; I. Fort Fetterman, Wy. T.; C. H. Fort Robinson, Neb.; G. Camp Sheridan, Neb.; K. M. Fort Sidney, Neb.; E. Fort Fred Steele, Wy. T.; L. Fort McPherson, Neb.

Leave of Absence.—Two months, to apply for extension of four months, Capt. Gerald Russell, Fort Sidney, Neb. (S. O. 18, Feb. 28, M. D. M.)

Fort Robinson, Neb.—The following is a copy of a telegram sent by Gen. Crook, Comd'g. Dept. of Platte, to Col. Evans, Comd'g. 3d Cavalry (which should have appeared before), complimentary to the officers and men of the 3d Cavalry engaged in the Cheyenne outbreak at this post:

OMAHA, NEB., Jan. 23, 1879.

To Col. A. W. Evans, Fort Robinson, Neb.:

Your telegram received. Thank the officers and soldiers for me for the gallantry and energy they have displayed. The charge made by Capt. Wesells upon the Indians in trenches is worthy of the highest praise, and I wish also to say that the behavior of officers and men in trying to save women and children, as well as the fortitude with which they have borne the cold, hunger and privations of this week under circumstances more disagreeable than any which have yet presented themselves to our Army, are commendable in the highest degree.

GEORGE CROOK, Brig.-General.

4TH CAVALRY, Col. R. S. Mackenzie.—Headquarters, and A. B. D. E. L. M., Fort Clark, Tex.; G. H. Fort Reno, Ind. T.; C. Fort Bill, Ind. T.; I. Fort Supply, Ind. T.; B. F. Fort Elliott, Tex.; E. Fort Duncan, Tex.

Detached Service.—Capt. T. J. Wint, member, G. C. M. Fort Clark, Tex., March 3 (S. O. 30, Feb. 25, D. T.)

1st Lieut. L. O. Parker will report at these Hdqrs, by the 6th proximo, to conduct recruits and horses to Fort Clark, Tex. (S. O. 40, Feb. 27, D. T.)

Buffalo Hunt.—On February 10th, Major Sweeney returned to Fort Reno, L. T., with some eight hundred Cheyenne Indians. The Major has been out since early in December last, in command of an escort of the 4th Cavalry, which accompanied these Indians on their annual winter's buffalo hunt. The Indians behaved very well, it is said, and although buffalo and game was very scarce and the roaming of the Indians took them near several large herds of cattle close to the western boundary line of the Territory, yet not a complaint has been as yet heard that they interfered with or took a single head of the cattle.

5TH CAVALRY, Col. W. Merritt.—Headquarters and A. B. D. F. I. M., Fort D. A. Russell, Wy. T.; C. E. K. Fort McKinney, Wy. T.; H. Fort McPherson, Neb.; G. L. Fort Washakie, Wy. T.

Leave Extended.—Lieut.-Col. Eugene A. Carr, Fort McPherson, Neb., one month (S. O. 17, Feb. 27, M. D. M.)

Scouting in the Sand Hills.—The scout of the 5th Cavalry, to which we alluded in the JOURNAL of Feb. 23d, was without result. No Indians were found, and it is more than suspected that the rumors of Indian depredations were circulated by settlers who had beef and hay to sell, or who were frightened into mistaking the crimes of highwaymen for the work of Indians. The Sand Hills, where the scout was made by the battalion of the 5th Cavalry, is an unknown and unexplored country. We are informed that Thornburgh's command last summer, accompanied by an officer from Department Headquarters, and furnished with all the maps which could be obtained, was lost and became so bewildered that the Platte river, to which it wandered, was mistaken for the Snake river. Add to this the fact that, so far as is known, there is no wood in the country where the 5th was ordered, and an idea can be formed of the difficulties attending their expedition into a desert at a season when there is great danger that the troops may at any moment be overwhelmed by disaster, such as no command even in that department has met with before.

6TH CAVALRY, Col. James Oakes.—Headquarters and M. Op. Lowell, A. T.; A. G. Camp Grant, A. T.; B. Camp Huchacha, A. T.; C. L. Camp Bowie, A. T.; E. D. Op. Apache, A. T.; H. K. Camp Verde, A. T.; I. Camp McDowell, A. T.; F. Camp Thomas, A. T.

Detached Service.—The C. O. of the Presidio of San Francisco, Cal., will send to their stations in charge of Capt. Tullius C. Tupper, all the recruits at his post for companies stationed in the Dept. of Arizona (S. O. 18, Feb. 17, M. D. P.)

7TH CAVALRY, Colonel S. D. Sturgis.—Headquarters, and A. C. G. H. I. L. Fort A. Lincoln, D. T.; F. K. Fort Totten, D. T.; B. D. Fort Yates, D. T.; E. M. Fort Meade, D. T.

Revoked.—So much of S. O. 19, from these Hdqrs, as relates to Capt. Edward G. Mathy, is revoked (S. O. 21, Feb. 24, D. D.)

Leave Extended.—Capt. Edward G. Mathy, Fort Totten, D. T., one month (S. O. 19, March 1, M. D. M.)

8TH CAVALRY, Col. J. L. Gregg.—Headquarters and G. H. Fort Ringgold, Texas; C. D. I. L. Fort Brown, Tex.; A. B. E. M., Fort Clark, Tex.; E. San Diego, Tex.; F. Fort McIntosh.

Detached Service.—2d Lieut. W. J. Elliott will proceed to Washington, D. C. (S. O. 37, Feb. 21, D. T.)

Major A. J. Alexander, Capt. J. F. Ranslett, members, G. C. M. Fort Brown, Tex., March 3 (S. O. 37, Feb. 21, D. T.)

2d Lieut. F. E. Phelps, member, G. C.-M. Fort Clark, Tex., March 8 (S. O. 39, Feb. 25, D. T.)

9TH CAVALRY, Col. Edward Hatch.—Headquarters, Santa Fe, N. M.; L. Fort Bliss, Tex.; K. Fort Garland, C. T.; F. H. M. Fort Stanton, N. M.; A. B. G. Fort Hayard, N. M.; E. Fort Union, N. M.; I. Fort Wingate, N. M.; D. Fort Lewis, Colo.

Detached Service.—Lieut. M. B. Hughes will conduct from Fort Union to Fort Craig, N. M., three recruits for Co. I, 9th Cav., to be sent to the company at Ojo Caliente from Fort Craig (S. O. 15, Feb. 24, D. N. M.).

2d Lieut. Henry H. Wright will report to the Supt. Mounted Recruiting Service to accompany a detachment of recruits to the 9th Cav. (S. O., March 4, W. D.)

10TH CAVALRY, Colonel Benjamin H. Grierson.—Headquarters and D. F. M. Fort Concho, Tex.; A. G. I. Fort Hill, I. T.; C. H. E. Fort Davis, Tex.; B. L. Fort Stockton, Tex.; E. San Felipe, Tex.

1ST ARTILLERY, Col. Israel Vogdes.—Headquarters and B. E. F. K. Fort Adams, R. I.; I. Fort Warren, Mass.; C. M. Fort Trumbull, Conn.; H. Fort Probie, Me.; L. Fort Independence, Mass.; G. Ft. Monroe, Va.; A. D. Fort Columbus, N. Y. H.

Furlough.—A furlough for three months, with permission to go beyond sea, is granted 1st Sergt. George H. Robinson, Bat. F (S. O. 30, Feb. 25, D. E.)

2ND ARTILLERY, Colonel William F. Barry.—Headquarters and A. D. M. Fort McHenry, Md.; C. Fort Johnston, N. C.; E. F. G. San Antonio, Tex.; K. Ft. Monroe, Va.; B. H. Washington, D. C.; I. Ft. Ontario, N. Y.; L. Ft. Clark, Tex.

On detached service in District of the Neuses.
Detached Service.—Capt. J. I. Rodgers, 1st Lieut. J. H. Gifford, members, G. C.-M. Fort Clark, Tex., March 8 (S. O. 39, Feb. 25, D. T.)

3RD ARTILLERY, Col. George W. Getty.—Headquarters and C. D. L. M. Fort Hamilton, N. Y. H.; A. Ft. Monroe, Va.; E. I. Fort Wadsworth, N. Y. H.; B. Fort Niagara, N. Y.; H. Madison Bks, N. Y.; K. Plattsburg Bks, N. Y.; F. G. Fort Schuyler, N. Y.

Leave Extended.—Capt. George F. Barstow, Fort Schuyler, N. Y. H., two days (S. O. 31, Feb. 26, D. E.)

4TH ARTILLERY, Col. W. H. French.—Headquarters, H. E. Angel Island, Cal.; C. L. Alcatraz Island, Cal.; M. Fort Stevens, Or.; G. Fort Canby, Wash. T.; I. Fort Monroe, Va.; A. K. Fort Point, Cal.; F. Point San Jose, Cal.; B. D. Presidio Cal.

Leave Extended.—1st Lieut. Edward S. Chapin, Fort Canby, W. T., extended one month, to apply for extension of four months (S. O. 19, Feb. 21, M. D. P.)

Francis O. Wyse.—The Senate, Feb. 27, confirmed the nomination of Francis O. Wyse to be Lieutenant-Colonel of the 4th Artillery, with a view of placing his name on the retired list, in accordance with the provisions of the act of Feb. 19, 1879.

Lowell Ammunition.—A Board of Officers, to consist of Capt. Marcus P. Miller, George B. Rodney and Harry C. Cushing, will assemble at the Presidio, or such other post in the harbor of San Francisco as the senior officer of the Board may select, on the 17th inst., and report in respect to the relative merits of the Lowell and other shell ammunition furnished by the Ordnance Department or with which they may be familiar; and also upon the relative merits of the Lowell and other re-loading apparatus furnished by the Ordnance Department or with which they may be familiar, in respect to simplicity, safety, durability and the celerity with which they can be operated (S. O. 17, Feb. 14, M. D. P.)

Shooting Match at Angel Island.—By invitation of the officers stationed at Angel Island, a number of National Guard officers visited that post, Feb. 19, to have a friendly rifle match at the 200 yards target. Though the bay was covered with a dense fog to within 200 yards of Raccoon Straits, beyond that the weather was delightful—clear sky and balmy atmosphere. The party were divided into teams by choice of the leaders, and it happened that the visitors were all chosen on one side, and the resident officers on the other, with one exception. Each contestant fired ten shots, the Island team winning by six points:

COLONEL MILLER'S TEAM.

Brevet Col. Marcus P. Miller.....	3 2 4 3 2 4 4 4 5 4—35
Lieut. H. R. Anderson.....	2 5 5 4 3 4 3 4 4—38
Major J. W. Roden.....	3 4 3 4 5 4 4 3 5—37
A. Berry.....	3 4 3 4 4 5 4 4 5—40
Major D. W. Laird.....	3 3 3 4 4 4 3 3 4—35
Major Frank G. Smith.....	4 3 3 2 4 4 3 5 3 4—35
Total.....	220

VISITING TEAM.

Gen. McComb.....	4 3 4 4 4 4 4 5 4—40
Major S. W. Beckus.....	3 4 4 3 3 3 4 3 4—36
Col. C. Mason Kins.....	4 3 4 4 4 3 4 3 5—38
Major John Mason.....	4 3 4 3 4 4 4 3 3—37
Capt. H. J. Burns.....	4 3 5 3 4 3 4 3 4—37
Major J. M. Litchfield.....	3 4 2 3 2 3 3 3 2—35
Total.....	214

5TH ARTILLERY, Col. Henry J. Hunt.—Headquarters and E. F. I. Charleston, S. C.; A. E. St. Augustine, Fla.; B. L. M. Fort Barrancas, Fla.; G. H. Key West, Fla.; C. Fort Monroe, Va.; D. Savannah, Ga.

1ST INFANTRY, Lieut.-Col. Pinkney Lugenbeel.—Headquarters and A. C. I. Fort Randall, D. T.; B. G. Fort Hale, D. T.; D. H. Fort Sully, D. T.; F. K. Fort Meade, D. T.; E. Red Cloud Agency, D. T.

Leave Extended.—2d Lieut. Marion P. Maus, further extended one month (S. O., Feb. 27, W. D.)

2ND INFANTRY, Colonel Frank Wheaton.—Headquarters and D. Fort Lapwai, Idaho T.; C. K. Camp Howard, Idaho T.; B. K. I. Fort Colville, Wash. T.; A. G. H. Coeur d'Alene Lake, Idaho T.; F. Camp Harney, Ore.

Detached Service.—2d Lieut. Charles W. Rowell is detailed as Judge Advocate, and 2d Lieut. E. K. Webster, member, G. C.-M. instituted per par. 3, S. O. 9, from these Hdqrs (S. O. 16, Feb. 10, D. C.)

The C. O. of the Presidio of San Francisco, Cal., will send all the enlisted men at his post for companies stationed at Forts Canby, Colville, Lapwai, Stevens, Townsend, Vancouver, Walla Walla, and Camps Howard and Coeur d'Alene Lake, to Fort Vancouver,

W. T., in charge of Major David P. Hancock (S. O. 19, Feb. 21, M. D. P.)

Relieved.—2d Lieut. B. F. Hancock, relieved as J.-A. of G. C.-M. instituted per par. 3, S. O. 9, from these Hdqrs (S. O. 16, Feb. 10, D. C.)

3RD INFANTRY, Colonel De L. Floyd-Jones.—Headquarters and C. E. F. G. Fort Shaw, M. T.; A. Fort Benton, M. T.; K. Fort Logan, M. T.; B. D. H. I. Missoula City, M. T.

4TH INFANTRY, Colonel Franklin F. Flint.—Headquarters and B. C. F. G. Fort Sanders, Wy. T.; E. H. Fort Fred. Steele, Wy. T.; A. Ft. Fetterman, Wy. T.; D. E. Fort Laramie, Wy. T.; I. Fort D. A. Russell, Wy. T.

5TH INFANTRY, Colonel Nelson A. Miles.—Headquarters and A. B. C. D. E. F. G. H. I. K. Ft. Keogh, M. T.

6TH INFANTRY, Colonel William B. Hazen.—Headquarters and C. D. E. F. G. I. Fort Buford, D. T.; A. B. Fort Abraham Lincoln, D. T.; H. K. Fort Stevenson, D. T.

Detached Service.—2d Lieut. Bernard A. Byrne will report to the Supt. Mounted Recruiting Service to conduct recruits to the Dept. of Dakota (S. O., March 4, W. D.)

7TH INFANTRY, Col. John Gibbon.—Headquarters, and B. C. E. F. H. K. Fort Snelling, Minn.; A. I. Fort Shaw, M. T.; G. Fort Ellis, M. T.; D. Fort Logan, M. T.

8TH INFANTRY, Col. August V. Kautz.—Headquarters and A. H. K. Benicia Bks, Cal.; C. Camp McDermitt, Nev.; D. Camp Bidwell, Cal.; E. Camp Gaston, Cal.; F. Camp Mojave, A. T.; G. Camp Halleck, Nev.; I. San Diego, Cal.; H. Fort Yuma, Cal.

9TH INFANTRY, Col. John H. King.—Headquarters and G. H. Fort Omaha, Neb.; A. D. F. K. Fort McKinney, Wy. T.; I. Fort McPherson, Neb.; E. Camp at Cheyenne Depot, Wy. T.; B. Fort Sidney, Neb.; C. Fort Hartstuf, Neb.

Leave of Absence.—Twenty days, to take effect when his services can be spared by his Post Commander, 2d Lieut. Elijah H. Merrill, Camp at Cheyenne Depot (S. O. 18, Feb. 20, D. P.)

10TH INFANTRY, Colonel Henry B. Clitz.—Headquarters and A. B. C. F. I. Fort McKavett, Texas; D. Fort McIntosh, Tex.; E. Fort Griffin, Tex.; G. H. K. Fort Clark, Tex.

Detached Service.—1st Lieut. D. F. Stiles, member, G. C.-M. Fort Clark, Tex., March 8 (S. O. 39, Feb. 25, D. T.)

11TH INFANTRY, Colonel William H. Wood.—Headquarters and D. E. G. I. K. Fort Bennett, D. T.; B. C. F. H. Fort Custer, M. T.; A. Fort Sully, D. T.

Leave of Absence.—One month, to apply for extension of five months, Lieut.-Col. George P. Buell, Fort Custer, M. T. (S. O. 21, Feb. 24, D. D.)

12TH INFANTRY, Colonel Orlando B. Wilcox.—Headquarters and A. F. Fort Whipple, A. T.; B. K. Camp Verde, A. T.; C. D. Camp Apache, A. T.; E. Fort Supply, A. T.; G. Camp McDowell, A. T.; H. Camp Thomas, A. T.; I. Camp Grant, A. T.

Change of Station.—1st Lieut. David J. Craigie will assume command of Co. A, 12th Inf., and is assigned to the command of the post of Fort Whipple, A. T., relieving Capt. T. Byrne, who will await further orders from Hdqrs Dept. of Arizona (S. O. 18, Feb. 13, D. A.)

Detached Service.—1st Lieut. James Halloran will turn over the command of his company to the officer next in rank to himself and proceed to Camp Grant, A. T., and report to the C. O. for duty with Co. I (S. O. 17, Feb. 12, D. A.)

13TH INFANTRY, Colonel P. R. de Trobriand.—Headquarters and A. D. H. I. Jackson Bks, La.; B. F. K. Bator Rouge Bks, La.; G. Mount Vernon, Ala.; C. K. Little Rock Bks, Ark.

14TH INFANTRY, Col. John E. Smith.—Headquarters and D. E. F. H. I. K. Fort Douglas, Utah; A. Fort Hall, Idaho; B. C. G. Fort Cameron, U. T.

Change of Station.—2d Lieut. William A. Kimball, with detachment, is relieved from duty at Fort Hall Agency, and will report, with his detachment, to the C. O. Fort Hall for duty (S. O. 18, Feb. 20, D. P.)

Relieved.—1st Lieut. Charles A. Johnson is relieved from duty at Fort Robinson, Neb., and will join his proper station, on completion of the Indian duties upon which he has been engaged (S. O. 18, Feb. 20, D. P.)

15TH INFANTRY, Col. Geo. A. Woodward.—Headquarters and D. K. Ft. Wingate, N. M.; B. Ft. Garland, C. T.; F. Ft. Union, N. M.; E. Fort Bayard, N. M.; C. Fort Stanton, N. M.; I. Fort Lewis, Colo.; A. G. Fort Bliss, Tex.; H. Fort Macy, N. M.

Detached Service.—Capt. H. R. Brinkerhoff, 1st Lieut. W. O. Cory and 2d Lieut. T. F. Davis are detailed members G. C.-M. convened at Fort Bliss, Tex., by par. 3, S. O. 29, from these Hdqrs (S. O. 39, Feb. 25, D. M.)

2d Lieut. George F. Cooke will report to the Supt. Gen. Recruiting Service to accompany a detachment of recruits to his regiment (S. O., Feb. 28, W. D.)

1st Lieut. George K. McGunagle will report to the Supt. Gen. Recruiting Service to conduct a detachment of recruits to his regiment (S. O., Feb. 28, W. D.)

16TH INFANTRY, Colonel G. Pennypacker.—Headquarters and A. C. H. Fort Riley, Kas.; E. I. Fort Reno, Ind. T.; B. D. Fort Sill, Ind. T.; K. Fort Gibson, Ind. T.; F. G. Ft. Wallace, Kas.

17TH INFANTRY, Colonel Thomas L. Crittenden.—Headquarters and C. Fort Totten, D. T.; B. D. H. I. Fort Yates, D. T.; G. Fort A. Lincoln, D. T.; A. F. Fort Sisseton, D. T.; E. K. Fort Pembina, D. T.

ROSTER OF COMMISSIONED OFFICERS 17TH INFANTRY, FEBRUARY, 1879.—Headquarters, Fort Totten, D. T.: Major R. E. A. Crofton; Adj. W. P. Rogers; Capt. M. McArthur; C. 1st Lieut. F. D. Garrety; C. 2d Lieut. J. D. Nickerson; C. Act. Sig. Officer. Fort Yates, D. T.: Capt. E. P. Pearson; E. Capt. H. S. Howe; H. 1st Lieut. L. M. O'Brien; B. 1st Lieut. T. Sharp; D. 1st Lieut. A. Ogilvie; H. Post Adj. 2d Lieut. J. Brennan; B. 2d Lieut. C. St. J. Chubb; H. 2d Lieut. W. A. Mann; B. A. Q. M. and A. C. S.; 2d Lieut. E. Chynoweth; I. Fort Sisseton, D. T.: Capt. C. E. Bennett; F. Capt. W. M. Van Horn; A. Lieut. J. M. Burns; A. Post Adj. A. A. Q. M. and A. C. S.; 1st Lieut. D. H. Brush; F. 2d Lieut. A. E. Kilpatrick; F. 2d Lieut. E. W. Howe; A. Fort Pembina, D. T.: Capt. E. Collins; E. Capt. T. G. Troxell; K. 1st Lieut. H. F. Walker; K. 2d Lieut. O. J. C. Lock; K. Fort Lincoln, D. T.: Capt. L. H. Sanger; G. 1st Lieut. J. Chance; G. On Detached Service: Col. T. L. Crittenden, Supt. Gen. Rec. Ser., N. Y.; Q. M., G. Kahlen, at Fort Meade, D. T.; A. A. Q. M.; 1st Lieut. C. H. Greene, K. on Rec. Ser., Columbus Bks, O.; 1st Lieut. G. H. Rosch, I. Post Adj., A. A. Q. M. and A. C. S. at Fort Pembina, D. T. Absent sick: Capt. C. Boyd, D. On Leave: Lieut.-Col. W. F. Carlin; Capt. C. B. Roberts, I.

18TH INFANTRY, Colonel Thomas H. Ruger.—Headquarters and B. C. D. E. F. G. H. I. K. McPherson Bks, Atlanta, Ga.; A. Chattanooga, Tenn.

Detached Service.—Capt. Birney B. Keeler, A. D. C., is appointed Recorder for the Retiring Board instituted by par. 5, S. O. 23, from the A. G. O. (S. O. 18, Feb. 17, M. D. P.)

Leave of Absence.—One month, to apply for extension of one month, 2d Lieut. John H. Todd, McPherson Bks, Atlanta, Ga. (S. O. 37, March 1, D. S.)

19TH INFANTRY, Colonel Charles H. Smith.—Headquarters and B. H. Fort Leavenworth, Kas.; E. K. Fort Lyon, C. T.; D. F. G. Fort Dodge, Kas.; A. C. I. Fort Elliott, Tex.

Change of Station.—Major H. A. Hambright is relieved from further duty at Fort Dodge, Kas., and will proceed to Fort Lyon, Colo., and take post (S. O. 39, Feb. 25, D. M.)

Detached Service.—Capt. W. J. Lyster, Luke O'Reilly, 1st Lieut. J. A. Payne, 2d Lieut. A. H. M. Taylor, E. B. Ives, members, and 1st Lieut. G. H. Cook, Regt. Adj., J.-A. of G. C.-M. Fort Leavenworth, Kas., Feb. 26 (S. O. 38, Feb. 24, D. M.)

20TH INFANTRY, Colonel Geo. Sykes.—Headquarters and B. D. G. I. K. Fort Brown, Tex.; A. San Antonio, Tex.; C. E. F. H. Fort Clark, Tex.

Detached Service.—Capt. J. C. Bates, 1st Lieut. A. Manley, W. H. Low, Jr., 2d Lieut. J. G. Gates, J. C. Dent, members, and 1st Lieut. J. F. Huston, J.-A. of G. C.-M. Fort Brown, Tex., March 3 (S. O. 37, Feb. 21, D. T.)

Capt. J. N. Coe, 1st Lieut. John Bannister, 2d Lieut. H. F. Kendall, members, G. C.-M. Fort Clark, Tex., March 3 (S. O. 39, Feb. 25, D. T.)

2d Lieut. George L. Rousseau will report to the Supt. Mounted Recruiting Service to accompany a detachment of recruits to the 8th Cav. (S. O., Feb. 26, W. D.)

21ST INFANTRY, Colonel Alfred Sully.—Headquarters and D. G. K. Fort Vancouver, Wash. T.; A. Fort Boise, Ind. T.; H. Camp Harney, Ore.; F. Fort Klamath, Ore.; G. Fort Lapwai, Idaho T.; B. E. Fort Townsend, Wash. T.; I. Fort Canby, Wash. T.

Detached Service.—Capt. Stephen P. Jocelyn, member, G. C.-M. instituted by par. 3, S. O. 13, from these Hdqrs (S. O. 15, Feb. 8, D. C.)

Relieved.—Capt. W. F. Spurgin, relieved as member G. C.-M. instituted by par. 3, S. O. 13, from these Hdqrs (S. O. 15, Feb. 8, D. C.)

22ND INFANTRY, Colonel David S. Stanley.—Headquarters and B. G. Fort Porter, N. Y.; A. C. H. Fort Wayne, Mich.; F. K. Fort Brady, Mich.; D. E. Fort Mackinac, Mich.; I. Fort Gratiot, Mich.

23RD INFANTRY, Colonel Jeff. C. Davis.—Headquarters and B. E. F. H. Fort Supply, Ind. T.; I. Fort Leavenworth, Kas.; A. C. D. G. K. North Fort of the Canadian.

Detached Service.—2d Lieut. C. H. Heyl will report to the C. O. of Fort Leavenworth, Kas., for temporary duty with Co. I, and accompany it to its new station (S. O. 38, Feb. 24, D. M.)

24TH INFANTRY, Colonel Joseph H. Potter.—Headquarters and A. B. F. Fort Duncan, Tex.; D. E. H. Fort McIntosh, Tex.; C. G. I. K. Fort Ringgold, Tex.

Detached Service.—Lieut.-Col. W. R. Shafter will proceed to San Antonio, as witness for the defence in the case of 1st Lieut. W. H. Beck, 10th Cav. (S. O. 37, Feb. 21, D. T.)

1st Lieut. John L. Clem is detailed a member of the Board of Officers convened in Washington, D. C., by S. O. 221, Oct. 14, 1878, from A. G. office, for the examination of candidates for appointment as Superintendents of National Cemeteries (S. O., March 1, W. D.)

25TH INFANTRY, Colonel George L. Andrews.—Headquarters and E. H. I. Fort Davis, Tex.; C. D. F. Fort Stockton, Tex.; B. San Felipe, Tex.; A. G. K. Ft. Concho, Tex.

(Correspondence of the Army and Navy Journal.)

AFFAIRS AT WASHINGTON

WASHINGTON, March 4, 1879.

For more than a week past it has been predicted that the Army Appropriation bill would fail to pass at this session of Congress. No agreement could be arrived at as long as the political clause concerning the use of troops at the polls was made a part of the bill. At the extra session, which has been called at such an early day, March 18, the two Houses of Congress will be still more strongly Democratic, and in view of this fact it is matter of surprise to some that the Republicans did not give way and consent to a bill which was more liberal than they can expect to have passed at the extra session. As far as the reorganization portion of the bill is concerned, but few see anything to complain of in the failure of the bill. Nearly all of the Army officers will agree that the Senate acted wisely in refusing to go into the matter of the reorganization when there was such a very short time to consider the matter. It is true that the joint commission had devoted a long time and given careful attention to the subject; but a great amount of evidence was brought to show that there were features in the bill so objectionable that it was better to put the matter off until such time as the Senators could give their undivided attention to it.

The Democrats have been determined from the first to agree to no bill which would appropriate money for the Army, which did not contain a clause forbidding the use of troops at the elections, and there is no good reason to believe that any change in their sentiments will take place at the extra session.

At the closing hours of this session the bill, which had already passed the House, restoring Major Granville O. Haller, formerly of the 4th Infantry, to his position in the Army, passed the Senate, and we presume it has been signed by the President. This was an act of justice long delayed. The summary dismissal of Major Haller by Mr. Stanton in 1862 was one of those pieces of cruelty for which the late and "great War Secretary" was noted. Stanton was informed by

some over anxious patriot that Haller had expressed a friendship for McClellan. "Off with his head!" said the Secretary, and without any shadow of law, or even the consent of President Lincoln, the order was issued, and a faithful officer, while serving with his regiment in the field, was told that he was no longer an officer of the Army. Another bill passed at the very last hour of the session was one relieving D. M. Frost, of Missouri, formerly an officer of the 3d Cavalry, and well known to the older officers of the Army, from responsibility as bondsman for the late Major Gaines, Paymaster U. S. Army. It will be some days before any enumeration of the bills which have passed and which affect the officers of the different branches of the service can be made.

It is possible that after a good rest of two weeks the members may return to the extra session with a disposition to do the fair thing by the Army bill. It is certain that the strain upon the members of both Houses has been immense for the last ten days. During that time no member who has taken an interest in the proceedings of Congress has had a chance to get a good night's rest, and they are all completely used up.

At the fall of the Speaker's gavel to-day the crowds at the Capitol dispersed in the most quiet and orderly manner, and the scenes which it is said have occurred on former occasions at the closing hours of the session were nowhere visible.

For a few more weeks the Army officers must possess their souls with patience, and it is idle to speculate upon what will happen until our wise legislators return to their labors after the wholesome discipline which it is well known that Congressmen always impose upon themselves during the solemn season of Lent.

There is no prospect of the publishing of the Army Register for 1879 for some months.

EBBITT.

ARMY MUTUAL AID ASSOCIATION.

To the Editor of the Army and Navy Journal:

SIR: In connection with your notice of the "Army Mutual Aid Association," would it not be in order to explain more fully the probable future workings of the same? That such an association will be of very great benefit to its members, if properly organized and conducted, few will or can doubt; but as this particular one is constituted, I for one am rather sceptical as to the mutual workings of the same.

Members are divided into two classes. Of course we know that the life of any single member is very uncertain, but also that the average of the many—of the classes—will be fixed. In the first class we shall name Col. A., aged fifty years, expectation of life some twenty years. In the second class, Lieut. B., aged twenty-five years, expectation of life some thirty-seven years. The first pays in four, and the second, three dollars (and any necessary sum for running expenses).

In due time Col. A. dies, and his heirs receive the seven dollars. Expenses nothing save those just mentioned, and the loss of interest on the four dollars (which, by the way, might have been made to cover expenses). Gain, three dollars clear.

Now, when Lieut. B. dies, where is the benefit for his heirs to come from? Possibly from Lieut. C., who has in due time come into the second class. But suppose that at some future time the coming lieutenant does not come in, where is the benefit for the lieutenant already in to come from?

As at present organized, the members of the first class of this association are sure, in the natural course of events, to receive benefits for which they will never have paid full value, and necessarily at the expense of the second class.

The members are not properly classified, and the assessments not duly apportioned. Take, for instance, two members, one at the age of fifty, and the other at twenty-five, the first is assessed only 33 per cent. more than the other, whereas he should pay some 233 per cent. more than the latter.

Any one who will look at a table of annual premiums for life assurance, can not but be struck by the manifest injustice of such assessments as are proposed.

To secure \$1,000 of life assurance, the lieutenant at twenty-five years of age would have to pay only about \$20, while the colonel at fifty years would have to pay some \$47; and in both cases they will have to fully pay for value expected to be received (including all necessary running expenses), and both will receive the full amount contracted for, whether others join the classes or not.

L.
FORT JOHNSTON, N. C., Feb. 28, 1879.

ORDNANCE NOTES, No. 93.—Is a memoranda of trajectories of Springfield and Peabody-Martini rifles, as obtained from comparisons instituted by Captain J. E. Greer, Ordnance Dept., under the direction of the commandant Springfield Armory. "These results showed superior accuracy on the part of the Springfield, accompanied with more power than is required to disable a man at ranges at which it is practically impossible for a marksman to hit so small an object. At ranges of 1,000 yards and upward the trajectory of the Peabody was found to be slightly flatter than the Springfield, but at shorter ranges—those at which a rifle will ordinarily be fired in service—the trajectory of the Springfield was the flatter owing to its higher velocity." No. 92.—Is a memoranda of trajectories of Army revolvers—Colt's and Smith and Wesson's—by Capt. J. E. Greer, Ordnance Dept., Springfield Armory, from experiments recently conducted by him.

PATENTS FOR MILITARY INVENTIONS.—The following patents have recently been granted:

To H. H. Barnard, of Rochester, N. Y., for a shot cartridge. To Silas Crispin, New York, for gas checks for breech loading ordnance. The gas-ring extends into the breech of the gun, and is expanded by the explosion of the charge. A gas check or ring having a lip composed of a soft and extensible material united to a base composed of a hard and elastic material. To S. C. Lyford, Washington, D. C., for an intrenching knife bayonet. The knife is swivelled so as to turn freely upon the gun barrel.

SOME PERSONAL ITEMS.

WADE HAMPTON, JR., son of Senator-elect Hampton, was a floor manager at the recent ball given in honor of General Sherman at Jacksonville, Fla.

THE Ameer of Afghanistan is dead. His successor is his third son, Yakoub Khan.

Two survivors of the battle of New Orleans met in that city on Washington's birthday, Joseph St. Cyr and Chas. Raymond, one eighty-two and the other eighty-five years old. They belonged to the rifle company of the Battalion d'Orleans, commanded by Major Planche, of which there are four other survivors, S. St. Cyr, Jean Gervais, Jean Larmotte, and P. M. Laprie.

"The chief accusation recently urged against Gen. Montaudon, one of the generals removed from the command of his army corps," says the Paris correspondent of the *Pull Mail Gazette*, "was that he had refused to allow a military band to perform the 'Marsellaise'; the new War Minister has now declared that the law of Messidor, Year III., has never been repealed, which is equivalent to saying that the 'Marsellaise' is the national song of France."

A LETTER from Bismarck, Dakota, to the Chicago *Tribune*, says: "Col. Benteen, of the 7th Cavalry, left the impression in his testimony in the Reno inquiry that Dr. Lord and Lieut. Sturgis, who were with Custer, and whose bodies were not found, might be still alive and with the Indians. Away down in Maine this ray of hope fell upon the heart of a young lady who is in reality, but not in name, one of the widows of that fatal dash for vindication. There was more in the Colonel's words to her than he intended. For the fifteenth time she wrote to Bismarck pitifully inquiring if there was any possible hope that Benteen's intimation was founded upon fact. Her friend here answered 'No.' If Dr. Lord was alive and in Sitting Bull's camp the Canadian mounted Police would have found it out long before this. Major Welsh, who is on the best of terms with the hostiles, and is with them a great deal, has made every effort to discover a survivor. He is a great admirer of the dead Custer, and his personal feelings have been heartily enlisted in the vain search. All that he has found has been one of the horses of the white horse company. Dr. Lord may be alive, but it is as improbable as Jules Verne's 80-day trip around the world. The lady in Maine, however, has an intuitive belief that he is still alive and she will yet see him. She reproaches herself for some little thing she did, thinking it sent him off with Custer, and that he was indifferent as to the consequences."

A WRITER in the Boston *Advertiser* says: A recent run to Washington gave me a short interview with that old naval paladin Vice-Admiral Rowan, about whom as plain Captain Rowan I have just heard a story well worth repeating. It is remarkable that the prayer for the President of the United States was read without interruption during the whole of the war in the little Episcopal Church at Key West. In 1861, things were equally there, and the chaplain's position was anything but a bed of roses. When he came to the prayer, up came the bowed heads, and amens were not. Finally he was told that he would be dragged by his vestry and congregation from the chancel on the following Sunday if he persisted in reading the prayer. Replying that he should certainly do so, he awaited the next Sunday without pleasurable feelings. On Saturday came the *Pawnee* to anchor in the harbor, and the captain to call on the chaplain. "Well, parson, how are you," was the cheery greeting. "I am not well, Captain Rowan," was the reply. "I am to be dragged from the church to-morrow for persisting in reading the prayer for the President." Captain Rowan asked a few questions, and then remarked, with the deliberate manner which his friends knew so well: "Parson, I have on my ship a set of pious marines as you ever saw. The poor fellows have been longing for a chance to go to church, and they shall have it to-morrow. Parson, have you any vacant front pews?" The next day, just as the belligerent congregation with purpose in every look had taken their seats, in marched the entire marine guard of the *Pawnee*, stacked arms in front of the chancel, and took their seats. To the prayer for the President succeeded an "Amen" from twenty or thirty stalwart throats which shook the roof, and that was the last time that the rector had any trouble.

COUNT MOLTKE, we learn from the Berlin correspondent of the *Pull Mail Gazette*, has directed the General Staff to make the Afghan war a subject of special study, and a particular department has been instituted to take notice of what is going on and to report regularly to Count Moltke upon the progress of the campaign. Several German officers at the beginning of the war solicited leave from the British government to accompany the invading force as spectators, but under the circumstances permission was refused.

CAPT. JAS. N. WHEELAN, 2d Cavalry, has returned to New York. He is to be found at the Army and Navy Club.

MISS CELIA MOULTON, niece of Gen. Sherman, is paying a visit to her friend Mrs. Alexander at West Point.

CAPT. J. S. PAYNE, 5th Cavalry, with family, is spending his leave of absence in Washington.

AMONG the gentlemen present at the monthly reception of the Century Club, in 15th street, New York, Saturday evening, March 1st, were Col. P. S. Michie, West Point, Col. Eugene B. Beaumont, 4th Cavalry; also Major Samuel S. Sumner and Capt. Albert E. Woodson, 5th Cavalry, and Lieut. T. B. M. Mason, U. S. Navy.

COL. CHARLES LEE JONES, of Washington, a connection of the Lees of Virginia, and an authority on "the code," is writing a book on duelling.

WM. M. CONSTABLE, late Co. H, 1st U. S. Cavalry, in a letter to the Washington *National Republican*, says: "My estimate of Reno and Custer is this: The former was brave but not rash, and Custer was both. Through rashness Custer and the 3d Cavalry Division got surrounded at Trevillian Station in 1864, and it was a brave but not a rash man who cut him out. I mean Wesley Merritt, who commanded the 1st Cavalry Division, of which Marcus Reno's regiment—the 1st Cavalry—formed a part. It was Custer's rashness that got him into the scrape at the Little Big Horn in 1876, and it would require a larger force than Reno had at his command to cut him out. Reno did not desert Custer, but Custer deserted Reno. If Custer had waited for the junction of the three columns under Generals Crook, Terry, and Gibbon the massacre would never have taken place; but his rashness, and his ambition to whip 15,000 Indians with 300 men frustrated the plans of the generals in command, allowed the Indians to escape, and lost to the Government the services of 300 brave men. Boasters are not brave, generally speaking; but I beg to be excused

from the charge of egotism when I say that I was in eighteen general engagements, forty or fifty skirmishes, and two raids, and lost a leg at last. I speak for the honor of my regiment."

THE San Antonio *Daily Express* announces the death of "General" Austin Thornton, a somewhat noted colored man who has, for a time, been employed as a messenger at Hdqrs Dept. of Texas. He was formerly a slave, and from early associations acquired a courteous and polite manner which gained him the esteem of his employers. His title of "General" was bestowed upon him for his military carriage. The *Express* says: "Probably no colored man ever before departed this life in Texas, leaving so many to regret his death."

AT the Oak Grove Theatre, Fort Vancouver, W. T., Friday evening, Feb. 7, 1879, the "Sully Amateurs" performed "Two Can Play at That Game." Major Nickerson personating Howard Leslie (intimate friend of Charles); Lieutenant Wood, Charles Arundie (recently married); Mrs. Wood, Lucy Arundie (wife of Charles). The performance concluded with the farce "Trying It On." Lieutenant Ebstein appearing as Mr. Walsingham Potts; Captain Slaen as Mr. Jobstock; Lieutenant Bonesteel as Mr. Tittlebat; Mrs. Ebstein as Mrs. Jobstock; Miss Howard as Fanny (her niece); and Miss Boyle as Lucy (her maid). Leader of orchestra, Frederick B. Hubner.

EDWARD PATSON WESTON, the pedestrian, who has been undertaking, for a bet of \$500 against Sir John Astley's \$2,500, to walk 2,000 miles in 1,000 hours over English country roads, delivering fifty lectures meanwhile, has found that his hours ran out sooner than his miles. His 1,000 hours left him at 1,977½ miles, in a village called—it is his own fault in selecting a stopping place with such a name—Slough.

MAJOR J. P. SANGER, 1st Artillery, has completed his report upon the artillery of the old world and submitted it to the War Department. It is of about the same length as Gen. Upton's report upon the armies of Europe and Asia. The report will, we hope, soon be printed, as it is, so far as we know, the only work of its kind, covering as it does, in one view, the modern artillery establishments of all the great powers. The completion of this report has been somewhat delayed by the fact that Major Sanger has been obliged to prepare it while giving constant attention to other duties. Numerous illustrations accompany the manuscript.

GEN. GROTEGHELM, the Russian commandant of Fort Petro-Alexandrovsk, near Khiva, has received instructions to institute a census of the Khanate, with a view to the introduction of compulsory military service, based upon the Russian model, into the Khan of Khiva's dominions.

In the summer of 1836, says the Chattanooga (Tenn.) *Commercial*, the 3d U. S. Artillery, commanded by Colonel Gates, was encamped at the foot of the Missionary Ridge, engaged in the removal of the Cherokee Indians. One day the Colonel ordered out a fatigue party to clean out the spring, a beautiful fountain bubbling up at the foot of the ridge. Shortly after, the sergeant reported to headquarters that his men were all drunk. Says the Colonel, "You should not have let the men drink whiskey." "I did not," replied the sergeant, "they drank nothing but water from the spring." The sergeant and men were ordered into the guard house and a new detail ordered and a lieutenant placed in command with orders to not let the men have access to any spirits. Not long after the lieutenant reported the men all drunk. The men were ordered to the guard house and the lieutenant under arrest. Another party was ordered out, of which Colonel Gates took the command. He took a seat on a stump so he could overlook the whole ground, determined there should be no getting drunk this time. But behold! in a short time his men were all drunk. He was certain they had drunk nothing but water, which they frequently did, getting down on their knees and drinking from the branch just below the spring. The Colonel was at his wit's end. The men were ordered to the guard house, and he repaired to his tent to think. After weighing the matter pro and con he had to give it up, and repairing to the guard house, he told the men that if they would show him how it was done he would release them; otherwise he would punish them severely. To this they agreed, and took him to the spring; just below the spring in the branch they unearthed a five-gallon jug filled with whiskey, the mouth of which was stopped with a cork, in which was inserted a quill that reached to the bottom. When buried in the sand the upper end of the quill was just above the surface of the water, and when they wanted to drink they stooped down, inserted the quill in their mouth, and while apparently drinking pure water were drinking pure whiskey, and the Colonel, sitting on the stump in plain view, was none the wiser for it.

SURGEON GEO. F. WINSLOW, U. S. N., some time since presented to Congress a claim under the act of March 2, 1867, section 3, that having been transferred from the volunteer to the Regular Navy, he should be credited with the service performed by him as a volunteer officer; that he should take rank and position among the medical officers who entered the Regular Navy in 1862; that he should be advanced on the list of surgeons to take rank next after Surgeon Geo. H. Cooke, and that his commission as surgeon should be antedated to the 27th of May, 1871. This claim having been referred to the Secretary of the Navy he reported adversely upon it, quoting the opinion of the Attorney-General to sustain his own view of the law. The Senate Committee on Naval Affairs concurred in the Secretary's opinion and asked to be discharged from further consideration of the subject. The law in question does not, it is held, confer upon the officers referred to in it, the right to have their commissions or their rank antedated.

MR. STANLEY has, it is reported, been selected as chief of the Belgian exploring expedition to Africa.

THE criticism passed on America by a French traveller as a land of many religions and only one gravity, is familiar; the recent elevation by France of her own Grevy to the highest place in her social system has excited British punsters to abnormal activity. There was just one curious conjunction which made excusable this form of British comment, namely, the early congratulatory visit paid by M. Gigot, the police prefect, to M. Grevy. Gigot is log of mutton; the union of that with Grevy might have brought a pun to the lips of Dr. Johnson himself.

OUR recent notice of the Life of Commodore Tattnall omitted to say that Mr. John R. F. Tattnall, of Savannah, announces that orders sent to him will be met by the forwarding of copies of the work, per express pre-paid by him, the price of the book to be collected on delivery.

UNDER the new French government, Gens. Montaudon, Deligny, Bataille, Douay, Duc d'Aumale, Du Barail, Cambriels, and Bour-naki are relieved of their commands; and Gen. Lartigue, famous for the Labordere incident at Limoges, who has for some time been disabled by illness, is transferred, at his own request, to the general staff. Gen. Clinchant is transferred from Lille to Chalons, Gen. Wolff from Clermont, to Besancon, General Cambriels from Rennes to Clermont, while the other vacancies are filled up by Generals of Division Lefebvre, Carteret-Trecourt, Cornat, Doutrelane, Gallifet, Osmont, Schmitz, and Farre. Gen. Carteret distinguished himself in Italy and Mexico; Gen. Gallifet commanded the Chasseurs d'Afrique at Sedan; Gen. Schmitz was the head of Gen. Montauban's staff in China and of Gen. Trochu's staff during the siege of Paris; and Gen. Farre was the head of Gen. Faidherbe's staff in the army of the north. The new men are taken equally from the infantry, cavalry, engineers, and general staff.

MR. EDWARD D. DENNIS died at his residence, No. 392 State street, Brooklyn, N. Y., February 18, of disease of the liver, in the forty-fourth year of his age. Mr. Dennis was born in the town of Wilson, Niagara County, N. Y. When about sixteen years of age he came to New York with the determination of going to sea. His friend, the late Dr. Isaacs, persuaded him not to do so, and he entered a wholesale drug house as a clerk. In 1853 he went to the Isthmus of Panama in the service of the Panama Railroad Company. He soon became the general freight and ticket agent of the road, a position he held for several years. The last year he was on the Isthmus he was the agent for Wells, Fargo and Co.'s express. He left the Isthmus in 1864 and was for a year or two in the office of Wells, Fargo and Co., in this city. About twelve years ago he became a member of the firm of Marcial and Co., commission merchants, now of No. 46 Broadway. For several years past, and at the time of his death, he was the head or senior member of the firm. He was gentle and unassuming in his manners and had the faculty of making many friends, among whom he was known as a genial companion and a man of the strictest integrity. He leaves a wife and one son, the former, the only daughter of Commodore G. H. Cooper, U. S. N.

We learn from Washington that Capt. Thomas Blair, 15th Infantry, has been dismissed the Service, and that orders have been issued for his release from custody by the military authorities of Governor's Island. Mrs. Granger's proceedings for a divorce are in progress before Judge Van Vorst, of the N. Y. Supreme Court, as referee. She is reported as stating that Blair represented not only that he was not married but that the woman who claims him as wife was dead.

The following Army and Navy officers were reported in New York City during past week: General R. Ingalls, U. S. A., 5th Avenue Hotel; Capt. J. G. Walker, U. S. N., Windsor Hotel; Capt. T. A. Dodge, U. S. A., St. Nicholas; Gen. Q. A. Gillmore, U. S. A., Sturtevant House.

THE New York Herald reports that "Col. Audenried, of Gen. Sherman's staff, is the great bean of Washington." The fact is not to be questioned, but the Herald is somewhat late with the discovery.

An interesting paper on the subject of "Naval Affairs" was read by Lieut. Fred. Collins, U. S. N., before the Washington Branch of the U. S. Naval Institute on Thursday, Feb. 27. The meeting of the Institute was the largest thus far held. The following were among the distinguished officers present: Rear-Admiral John Rodgers, president; Rear-Admiral Jenkins, vice-president; Rear-Admiral Ammen, Rear-Admiral Selkirk, Rear-Admiral Boggs, Rear-Admiral Scott, Commodore Beaumont, Commodore Law, and ex-Chief Constructor Lenthell. Admiral Jenkins, in his remarks, said that it was the best paper on naval affairs to which he had had the pleasure of listening for many years. Several of the others named participated in the discussion, expressing themselves in equally complimentary terms, and approving the ideas expressed in the paper, showing that the hope that "approximate unanimity on leading principles now existed in the Service" was well grounded.

The remains of Lieut. Richard Breck, late of the United States Navy, have arrived from China at San Francisco, en route to Bridgewater, Mass., for burial. Lieut. Breck was a native of Bridgewater, and a son of the late Samuel Breck, Esq., of that town. Gen. Samuel Breck of the War Department is of the same family. Lieut. Breck came to his death in China from accidental drowning.

THE Speaker of the House of Representatives has appointed as the Congressional visitors to the Military Academy, Mr. Blount, of Georgia; Mr. Mills, of Texas, and Mr. Hale of Maine; to the Naval Academy, Mr. Durham, of Kentucky; Mr. Knapp, of Ill., and Mr. Freeman, of Penn.

An association has been formed at Detroit, Mich., to build a monument to Gen. A. S. Williams, deceased.

THE New York Commandery of the Military Order L. L. had a very interesting meeting at Delmonico's, with feasting, music, and short speeches, by Generals Stocum and Robinson, and Dr. P. D. Keyer of the Philadelphia Commandery, who was present with Gen. C. F. Ruff, Lieut.-Col. U. S. A., and Gen. Hector Tyndale, of that Commandery, and Capt. Mason, of the Boston Commandery. Admiral Trenchard, Capt. Braine, Commander Erben, and Pay Inspector Eldridge, of the Navy, were also present as well as other members of the order as follows: Generals Davies, McMahon, Molinoux, Carleton, Milhan, Sharpe, Ames, Jardine, Cochrane, Hall, Wainwright, Locke, McKibbin; Colonels Perry, U. S. A., Mott, Sawyer, Porter, Watts, Fernow, Church, Miln, Swift, Clay, Clarke; Majors Lockwood, Cabot, Tailor, Ulrich; Captains Wheelan, U. S. A., Cooley Leavitt, Ellis, Culver; Lieutenants Farragut, Raymond, Adams, Wise, and Hughes.

THE Senate confirmed, March 3, the nomination of Robert C. Walker, of Montana, as Paymaster, U. S. Army, with rank of Major.

COL. THOMAS L. CASEY, Corps of Engineers, U. S. Army, and Professor John S. Billings, Surgeon, U. S. Army, have been appointed by a Resolution of the House of Representatives members of a commission to consider the heating, lighting and ventilation of the hall of the House.

MR. GILBERT J. MARBURY, who departed this life on the 28th January, at Rio de Janeiro, was a son of Counsellor F. F. Marbury, of New York. Mr. Marbury began his naval career in 1865, as Captain's Clerk to Commander Henry Erben, then on duty in the South Atlantic. He subsequently served, in the Mediterranean,

with Captain Temple; then with Captain Braine on the expedition in search of the Polar explorers. He was also with Captain Barrett in the West Indies and up the Mississippi River, being attached to the *Plymouth*, the first war vessel which passed through Eads' Jetties. Mr. Marbury's last service was with Capt. Harmony. His knowledge of the regulations and customs of the Navy made him a valuable assistant. He was a courteous, affable, and considerate gentleman, who was much respected and liked by his shipmates.

THE friends of Captain Remy, U. S. N., are divided on the question as to what new title is to be given him in recognition of his acting appointment. Some insist upon calling him "Judge," and others are equally decided in favor of "General."

THE following officers have been ordered before the Army Retiring Board at New York, viz.: Captains Nathl. Prime, 10th Inf.; Jas. Stewart and Jos. K. Hyer, 18th Inf.; Jas. T. McGinniss, 13th Inf., and A. H. Goodloe, 22d Inf. The Board have forwarded to Washington their report upon the following officers: Col. Geo. A. Woodward, 15th Inf.; Majors Alfred E. Latimer, 4th Cav., and Robt. Nugent, 24th Inf.; Captains H. B. Bristol, 5th Inf.; Jas. S. Tomkins and Jacob Paulus, 25th Inf.; Geo. E. Ford, 3d Cav.; Herman Schreiner, 9th Cav.; J. B. Vande Wiele, 10th Cav.; Major Edwin D. Judd, P. D., and two others.

THE Senate Committee on Naval Affairs secured the indefinite postponement of the joint resolutions to appoint Surgeon J. Rufus Tryon a medical inspector, and P. A. Surg. John W. Ross and Dr. Thos. Owens surgeons in the Navy. The Committee reported "that, while they believe in some of these cases there was considerable meritorious and perhaps self-sacrificing effort on the part of these persons, worthy of commendation, they do not think it is advisable, considering the interests of the public service and the harmony of the Medical Corps of the Navy, to recommend the passage of any of the measures just reported."

END OF THE FORTY-FIFTH CONGRESS.

THE Forty-fifth Congress ceased to have a legal existence at noon on the 4th of March, but the door-keeper of the House, by pushing back the hands of the legislative clock, secured for it a few moments more of questionable authority. It did not find time, however, to pass the usual appropriation bills, the Army bill, and the Legislative, Executive and Judicial bill failing. The closing moments of the session were occupied in a dispute between the two political parties as to which was to be held responsible for this and for the extra session which is to follow on the 18th of March.

The following bills have received the President's signature and become laws: H. R. 6242, for the relief of soldiers and sailors becoming totally blind in the service of the country. Also acts for the relief of Catherine and Sophia Germain (H. R. 1679); 2d Lieut. Thos. T. Knox, 1st Cavalry (H. R. 3558); Jenkins A. Fitzgerald, Asst. Surg. U. S. A. (H. R. 796); Alfred Muller, late Act. Asst. Surg. U. S. A. (H. R. 1163); Henry H. Meade, late P. M. U. S. Navy (H. R. 139); the widow of Jas. Totten, late Lieut. Col. and A. I. G. U. S. A. (H. R. 251); the widow of Gen. Chas. Thomas (H. R. 4687). It is impossible to give this week a full list of bills passed or to show the precise position in which others were left. The number of bills introduced in the 45th Congress amounted in all to nearly 2,000 in the Senate and nearly 7,000 in the House. 10,167 petitions were received and referred, 376 of them to the Committee on Military Affairs and 79 to the Committee on Naval Affairs.

THE *Marion*, which arrived from the European squadron about two months ago and has since been at the Brooklyn Navy-yard undergoing repairs, is again ready for sea, and has been detailed for a three years' cruise in the North Atlantic squadron. Her old crew has been discharged and paid off and a new crew enlisted for her. She has also an entirely new detail of officers. Commander, Francis M. Bunce, commanding. Executive Officer, Lieutenant George A. Converse. Navigator, Lieutenant W. I. Moore. Watch Officers, Lieutenants John P. Merrell, Edward A. Field, Herbert Winslow and C. W. Ruschenberger. Purser, Passed Assistant Paymaster Samuel R. Colhoun. Medical Officers: Surgeon H. A. Beaumont; Passed Assistant Surgeon J. Hancock Hall. Engineers: Chief, Louis J. Allen; Passed Asst. Engineers J. G. Brosnahan, Francis M. Ashton; Assistant Henry E. Baughman. Marine Officer, 1st Lieut. George C. Reed. Captain's Clerk, Ensign F. H. Taylor. Boatswain, Charles E. Rich. Carpenter, Thomas P. Smith. Sailmaker, Mr. Krause. Gunner, T. Bascom Watkins.

THE N. Y. Herald correspondent at Tashkend, Turkistan, Feb. 24, reports the Russian General Rasnaff as saying of the Afghan war: "It will last a long while, unless the Afghans find a good general, which they may do. They have good soldiers but detestable commanders. They possess two hundred cannon, scattered over their territory, and numerous cavalry which is incomparable in quality, and could destroy the invaders if properly handled." The Grand Vizier of the Ameer, whom he also interviewed, is reported as saying: "All the advances made by the English up to the present time have been made possible only by means of the bribes which they have given to the mountaineers. The latter will turn and attack the invaders at the first signal from Yakoub Khan, that is, when they feel sure of being supported. The further the English advance from their base of operations in India the more difficulties they will find in keeping open and guarding their lines of communication. When a favorable opportunity arrives we shall begin war in earnest."

THE NAVY.

RUTHERFORD B. HAYES, President and Com'dr-in-Chief
RICHARD W. THOMPSON, Secretary of the Navy.
JOHN W. HOOGE, Chief Clerk.

VARIOUS NAVAL ITEMS.

THE *Quinneburg* on the passage out made 13 1/2 knots under steam for three consecutive days.

THE President, Feb. 28, approved the bill authorizing the Secretary of the Navy to accept, for the purpose of a voyage of exploration by way of Behring Straits, the ship *Jeannette*, tendered by James Gordon Bennett for that purpose.

THE frigate *Constitution* will go into dock and repair in the Royal Arsenal at Lisbon.

GEN. GRANT and party expect to join the *Richmond* at Point de Galle, their baggage having been taken on board at Nice.

THE *Portsmouth* is expected at Washington from Norfolk in a few days to take on board her battery.

CAPTAIN BENHAM reports by mail the arrival of the *Richmond* at Gibraltar, twenty five days under sail from New York. She sailed from there, Feb. 12, for Villefranche.

THE Secretary of the Navy has conferred upon Captain Wm. B. Remy the appointment of Acting Judge-Advocate-General of the Navy Department.

THE *Wyoming* sailed from Palermo, Jan. 25, and arrived at Smyrna, Jan. 30, having experienced head winds during the passage. She takes the place of the *Alliance*.

THE *Dispatch* is to leave Constantinople soon for Nice. She will there take on board the crew of the *Gettysburg* and return to the United States. It is probable that the *Gettysburg* will be sold abroad, as it is thought that is the best disposition to make of her.

THE Senate, March 4, confirmed the following nominations for assistant paymasters in the Navy, to fill existing vacancies: Chas. M. Ray, of D. C.; M. C. McDonald, of Penn.; Geo. M. Allen, of Indiana; John Corwine, of Ohio; Eustace B. Rogers, of Cal. The first two were Nos. 1 and 2 in the competitive examination last summer to fill the two vacancies then existing. The others were under special examinations.

THE *Saratoga* expects to leave Washington on the 5th of August for Hampton Roads, where she will remain a few weeks, and then proceed on a cruise to the Azores, Madeira, Canary and Cape de Verde Islands, and return home by Bermuda. This cruise will probably occupy her until July or August.

COMMODORE SHUFELDT writes to the Navy Department from Sierra Leone, under date of January 31, that he had received an official visit from the British Commissioners on the Liberian Boundary Question. The commissioners had not received their instructions from their government, and the commission would not be able to meet until they were received. The instructions were expected in a few days.

COMMODORE ANDREW BRYSON has been appointed president, and Captains F. A. Roe and J. A. Greer and Commanders J. A. Howell and A. T. Mahan and Chief Engineer W. D. Smith, members of a board for the professional examination of the midshipmen who graduated in 1879. The board will convene at Annapolis, Md., March 20.

THE *Alert*, whose arrival at San Francisco has been heretofore reported by telegram, was 49 days on the passage from Yokohama. Very disagreeable weather was experienced, with gales, logs, and much head wind. The whale boat was swept away Jan. 13, while the vessel was hove to in a gale, and in another gale, a few days afterwards, the rail of the 11-inch pivot gun was carried away by the sea.

A DESPATCH from Annapolis, March 1, says: "The cadet midshipmen were engaged in practice with great guns to day from the United States ship *Santee*, lying at the Naval Academy wharf. The target of canvas, conical in shape, the base being eight feet wide, was placed in the *Severn* about fifteen hundred yards distant. Lieutenant Duncan Kennedy superintended the exercises. The first class of midshipmen did the work of firing, with sections of the other classes rendering service as crews. Thirty-six shells were fired, and though the shooting was considered good, the target was uninjured."

A DAILY newspaper reports that the first iron casting ever made at Annapolis was a weight of 55 pounds for a new cut-off for the United States steamer *Mayflower* recently cast. The Steam Engineering Department, under the immediate supervision of Passed Assistant Engineer Charles H. Greenleaf, is now repairing the *Mayflower*, and, at the same time, giving the cadet engineers practical instruction in their profession. Recently this Department put a Stevens cut off on the United States steamer *Phlox*. The two jobs saved the Government nearly four hundred dollars. As is customary with the graduates, the class of cadet engineers of 1879 is building a steam engine to leave behind them as a monument of their efficiency in their profession. This engine will have Stevens' new reversing gear on it.

The *Panama Star* relieves itself as follows: "For once in an age an American naval officer boasts of the speed of an American man-of-war. Should so extraordinary a circumstance excite curiosity as to the nature of the remarkable performance which calls forth so much glorification, we give space to the following paragraph, merely remarking that the speed mentioned has been exceeded in trial trips of English and German iron-clads, while many of their fast cruisers, notably those described as 'commerce destroyers,' can beat it any day of the week: The United States steamer *Quinnebaug* left Norfolk on the afternoon of the 4th inst. for a steam speed trial under control of a board consisting of Chief Engineers H. Newell, E. B. Macomb, and William H. King. She anchored off the Wolf trap, in Chesapeake Bay, a distance of 105 miles from Annapolis, and made the distance between the two points in eight hours, being an average of over thirteen knots an hour. During this trial trip no sails were allowed to be used, the speed of the ship being due to the power of the machinery entirely. Capt. Farquhar and the officers were much pleased with the success of the ship, and consider that she will surpass in speed, under all conditions of sea and wind, any foreign man-of-war. The machinery was manufactured in the Washington Navy yard from the designs of the Bureau of Steam Engineering, but was placed in the ship in Philadelphia."

In response to an invitation from Commodore J. W. A. Nicholson, commandant of the Brooklyn Navy-yard, a deputation from the New York Chamber of Commerce visited the training ship *Minnesota*, Saturday, March 1. The young sailors went through an exhibition drill, great gun exercises, sword exercises, and a boxing match. The diving apparatus was next exhibited. Then the party adjourned to the cabin, where they were entertained by Captain Luce, who made a very neat speech, in which he showed up all the advantages of the training ship system. He said: "We have here at present over 350 boys who are learning a trade which will be a benefit to them in their battle with the world. We give them good instructions and they are cut off from any influences that might lead them in the wrong path. There is one thing certain," said the captain, "that boys who come here addicted to the use of tobacco [this reference is to the training ship *Minnesota*, not the Naval Academy.—EDITOR JOURNAL] and who have a habit of swearing, are, in the vast majority of cases, cured of their evil habits by the time they have served their apprenticeship. When the boys have gone through their time a majority of them may not return to the Navy, but wherever they go, and no matter what pursuit in life they choose, they will always feel the benefits of their training here." The captain then brought up the matter which led to his invitation to the Chamber of Commerce. It was simply this: There is a bill before Congress in which a clause was inserted giving power to the Secretary of the Navy to enlist 740 boys more, so that they could be perfectly trained in the art of seamanship, and made competent to perform all the duties of a sailor. There is no money asked, the Secretary having enough to defray all expenses; all that is wanted are the boys. At the present time there are but 7,000 men in the United States Navy. Captain Luce was followed by Mr. E. C. Cowdin, who spoke in glowing terms of the future of the American Navy. After several speeches, nearly all of which deprecated the Government's want of justice or forethought in not paying a subsidy to American vessels for the carrying of mails, one gentleman said that it would be well if the members of the Chamber of Commerce present took action in reference to the Navy bill. So, on motion, Mr. Luce was voted to the chair. He called the meeting to order and put the question, whether those members of the Chamber of Commerce present would be in favor of asking the passage of bill 2,240. It was carried unanimously. It was then moved and carried that the Vice President of the Chamber of Commerce be requested to telegraph immediately to Washington, which he did.

NAVY GAZETTE.

ORDERED.

MARCH 1.—Paymaster Henry G. Colby, to the *Tuscarora*, at Acapulco, Mexico, per steamer of April 5.
Passed Assistant Engineer Albert C. Engard, to temporary duty on board the *Alert*, at Mare Island, Cal., and on arrival on the Asiatic Station to report for duty on that station.

MARCH 3.—Midshipmen Stimson J. Brown, Henry C. Gearling, George C. Foulk, Burns T. Walling, Tempin M. Potts, William H. Allen, James H. Sea, Stephen Jenkins, Clifford J. Boush, Edward M. Katz, Charles C. Rogers, Walter McLean, Henry T. Mayo, Abraham E. Culver, Lovell K. Reynolds, William L. Varnam, Richard Henderson, Charles F. Pond, Robert C. Ray, John T. Newton, Waldemar D. Rose, James C. Gilmore, Augustus E. Jardine, Washington L. Chambers, Francis H. Sherman, Chas. A. Gove, Louis W. Piepmeyer, DeWitt Coffman, Benjamin Tappan, John M. Prouditt, Henry Minett, William G. Hannum, Richard T. Mulligan, William S. Hogg, Elstner N. Fisher, Edward E. Wise, Thos. D. Griffin, and William Brannensreuther, to report to Commodore Parker at the Naval Academy on the 30th March for examination preliminary to promotion.

Cadet Midshipman Albert Gleaves, to the *Plymouth*, at Boston, Mass.

MARCH 6.—Master A. J. Dabney, to the *Alert*.
Ensign E. J. Dorn, to the receiving ship *Colorado*.
Gunner W. J. Ferguson, to the *Plymouth*.

DETACHED.

MARCH 1.—Paymaster Frank Clark, from the *Tuscarora*, at Acapulco, Mexico, and ordered to return home and report arrival.

Chief Engineer John W. Moore, from duty at the Navy-yard, Washington, on the 1st of April, and ordered as member of the Board of Inspection.

Chief Engineer Wm. B. Brooks, from duty as member of the Board of Inspection on the 31st March, and ordered to duty at the Navy-yard, Washington, on the 1st April.

MARCH 4.—Lieutenant Commander John Schouler has reported his return home, having been detached from the *Essex*, South Atlantic Station, on the 11th January last, and has been placed on sick leave.

Pay Director John S. Cunningham has reported his return home, having been detached from the *Harford*, South Atlantic Station, on the 1st January last, and has been placed on waiting orders.

MARCH 5.—Gunner G. Dunn, from the *Plymouth*, and wait orders.

COMMISSIONED.

Commodore Charles H. Boorman, on the retired list, to be a Rear-Admiral on the retired list from August 15, 1876.

Lieutenant-Commander William Gibson to be a Commander in the Navy from January 13, 1879.

Master George L. Dyer to be a Lieutenant in the Navy from February 2, 1879.

Ensign Thomas B. Howard to be a Master in the Navy from January 13, 1879.

Ensign Albert A. Michelson to be a Master in the Navy from February 5, 1879.

APPOINTED.

Charles M. Rae, of the District of Columbia; Charles McDonald, of Pennsylvania; Geo. M. Allen, of Indiana; John Corwine, of Ohio, and Eustace R. Rogers, of California, Assistant Paymasters in the Navy from March 3, 1879, to fill existing vacancies.

(Contributed to the Army and Navy Journal.)

"SEA FOAMS," OR "NAVAL YARNS."—NO. XVI.

"ALL HANDS CLEAR LAUNCH, AHoy!"

SEVERAL groups of sailors were smoking their pipes and discussing the probabilities of the day. They were on the port side forward, under the forecabin, or about the forehatch.

"See here," said an old man, the captain of the after-guard. "See here, you, Richard Bean, as soon as you're through with your pipe, you will lay aft and strike up the starting tub."

And, turning to two others, he continued: "And you, John Stout, and Edward Reel, go and get them hose off the reel, and clap 'em on the tub. I'll see to getting the capstan bars up, and removing the ladder."

As he got through speaking, the boatswain's mates piped their calls, and their discordant voices resounded through the ship:

"All hands!"

The order to turn hands to work.

At that sound, the pipes were extinguished; the conversations ceased, and the men repaired to their several stations at the different parts of the vessel.

The boatswain's pipes were again heard: this time followed by the order:

"All hands clear launch, ahoy!"

There was a rush to the port gangway. The main and foretop men broke out, cleared away, and prepared to trice up the yard and stay tackles. Topmen went aloft, and threw down a whip for the stay, while men on the main yard did the same for the yard tackle.

The launch's crew had manned their boat, got her snugly alongside the gangway, received their slings, and prepared to sling the barrels.

Reader, this occurred in the good days when grog formed a part of the naval ration; when Jack doubled the tub, if he could, and didn't think it wrong to weather the officer superintending the serving out of the fluid. It was in the days when the Navy was manned by seamen, men who had learned their profession at sea. Abolishing the grog ration drove our very best tars to the bulwarks of England.

The launch was laden with the spirit ration, and so jealously was it guarded that a corporal stood on her stern, and a sergeant on the gang board to watch the crew.

To strike on board the grog, necessitated an officer in the spirit room to watch the captain of the hold and his assistant, a sentry on the berth deck, near the spirit room hatch, and two on the quarter deck, at the hatch where the bung was knocked out and the liquor started. For it was there the tub was lashed to capstan bars across the hatch, and from there the hose led to the spirit room tanks or casks.

It will be observed from the number of sentries, that Jack could not be trusted in the neighborhood of grog. Indeed, it required alertness to foil him in his endeavors to get at the "littilest drop of the creature." And if the officers and sentries were on the lookout, Jack was no less so, concocting some means by which to reach the desired end—a drink.

When the barrels were slung, the boatswain's mate, who stood on the hammock nettings, piped:

"Ready! Then, 'Walk away the yard!'"

The flier struck up a lively tune, and away marched the men hauling on the yard fall.

As soon as the barrels were high enough to clear the hammock nettings, the boatswain's mate piped:

"Belay the yard; away the stay whip!"

The men at the stay whip walked away with it, while those at the yard slackened them off. And when the barrels were perpendicular over the port gangway deck, the boatswain's mate piped:

"Lower away together!"

The barrels were rolled to the hatch by the after-guard and mizzen topmen. Two barrels were placed over the capstan bars, bungs knocked out, and the whiskey started.

The fourth barrel had just been emptied, when a loud voice was heard at the port gangway, and two men were seen struggling as if in deadly conflict.

The officer of the deck rushed to the spot, calling on the petty officers and sentries to assist him in parting, and arresting the belligerents. As they did so, the crew crowded around them. During that time, no less than four buckets of grog passed from the hatch forward on the starboard side of the deck. And as they disappeared, the belligerents declared, and proved by their shipmates, that they were only

"Skylarking, sir, and not in earnest."

It must be said here, that when the barrels were emptied they were rinsed with salt water, that Jack might not fancy the leavings.

The officers and sentries had returned to their stations, and everything had gone on well for an hour or so, when the cry was heard,

"Man tumbled down the hatchway, sir."

Again the officer of the deck called for assistance, and sent for the doctor; and again four more buckets of grog were passed forward.

True enough the man was down on the berth deck hatch, with face indicating great pain, but he was not hurt. He was helped forward by his messmates; and as he got beyond the hearing of the officer of the deck, he winked, and said:

"How many gallons this time, boys?"

The day was one of accidents, and alertness also, with occasional relaxations thereof to assist the distressed, or to maintain discipline.

It was at supper time, when the boat had been discharged, and the starting gear restored to their places, that it was noticed, several tars were rolling more than usual; while the gait of others combined the roll and pitch.

"Anderson," said the officer of the deck, "you're drunk."

"Sir; hic, drunk, sir; hic, ain't touched a drop, sir; only my ration, sir."

"I say you are drunk, Anderson."

"Must have been the smell, sir; I've been starting the barrels, sir, hic; just been told, hic, captain of the hold, hic, ain't no better than I is, and he don't drink his grog, hic. It's all in the smell, sir; I swear it."

About this time there appeared another personage on the scene of action, no less than Midshipman Fry, who delivered himself as follows, to the officer of the deck:

"I believe, sir, these men who appear to be intoxicated, have been poisoned. I poured a poisonous solution in the buckets which I discovered in the manger, and which I believed contained slops."

"Lord!" exclaimed Anderson, "I am done for, I drank some of it."

"Quickly," exclaimed the middy, "rush down to the Sick Bay to the doctor."

And then turning to the officer of the deck, he asked permission to have the word passed, warning the men who had drank from the buckets to hasten to the doctor for an antidote.

The pipe shrilled, and the word passed:

"You hear, then, fore and aft, all you whose been a drinking out of them there buckets, what's in the manger, hurry down to the doctor to get an antidote."

The words were hardly out of the boatswain's mate's mouth, when he staggered below, with hand clapped to his left side, and complaining of violent pains.

No less than thirty half intoxicated men presented themselves to the doctor, who took down their names, and gave them an emetic.

It appears that Midshipman Fry, while hidden from the crew, had observed them steal and stow away the whiskey. He had arranged with the doctor to dose it, and then frighten the offenders.

Well, most of them threw up the grog which they had obtained illicitly. Next morning they were mustered; told how they had been gulled, and, then, for the better government of the Navy of the United States, were struck a half dozen lashes with the cats on the bare back.

"You can take that as the antidote or 'anecdote,'" said Captain Right, as he ordered the boatswain and his mates to "Pipe down!"

BOB STAY.

LIEUTENANT MURRAY S. DAY, U. S. N.—This officer died at St. Thomas, W. I., Dec. 27, 1878, on board the U. S. ship *Vandalia*, of typhoid fever. Lieut. Day was a distinguished officer of the Naval Service of the United States, and a son of General Hannibal Day, of the Army, and grandson of the late Dr. Sylvester Day, surgeon of the United States Army. He was born at Buffalo Barracks, April 12, 1845; he graduated at the Naval Academy in 1866, and made his first cruise in the *Sacramento*, which was wrecked off the coast of India, 1867. He, with other officers, and a number of sick, escaped on a raft, and floated 53 hours without food or drink, until rescued by an English steamer. He next sailed in the *Powhatan*, of the Pacific Squadron; was at Lima at the time of the great earthquake and tidal wave on that coast, when he was sent to relieve the sufferers. In 1871 he was an officer of the *Hassler*, which carried the Agassiz scientific expedition, and in the same year was selected for his scientific attainments for an appointment under the Japanese government, to make a hydrographical survey of the island of Yesso, a task which he performed to the entire satisfaction of that government, making at the same time valuable ethnological researches. He was afterwards attached to the *Trenton* and the *Vandalia* on the European Station, and was homeward bound when he died. Lieutenant Day was a man of fine physique, talented, accomplished, faithful to duty, dauntless in danger, but tender and affectionate in all domestic relations. His wife, who survives him, is a daughter of General G. S. Greene, formerly of the United States Army, and he leaves two children.

DURING the year ending March 31, 1878, in the German navy disease was more prevalent on board ship than on shore. Each man was ill on an average in the course of the year on shore 1.5 time, on board nearly 1.6 time. In the whole navy, numbering 8,916 men, 830 per thousand were cured, 3.6 per thousand died in the hospitals from disease, 71.1 per thousand left hospital, and 25.3 per thousand remained in hospital. The whole mortality in the navy amounted to fifty-two cases, of which thirteen died on board, thirty-nine on land. Of this number forty-four died of disease, six by accidents, two committed suicide. In the majority of cases consumption was the cause of death. On shore chronic, on board acute, forms of diseases prevailed.

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Admiral David D. Porter, U. S. N., Washington, D. C.; General
Geo. Sykes, U. S. Army; Brig.-Gen. I. N. Palmer, U. S. Army;
Omaha, Neb.; Brigadier-General L. P. Graham, U. S. Army;
Brigadier-General Wm. M. Graham, U. S. Army; Mrs. Admiral
Dahlgren, Washington, D. C.; General S. D. Sturges, U. S.
Army.

VANITY FAIR for Meerschaum and Cigarette. See Advertisement.

EDW. S. FARROW, 2d Lieutenant 21st Infantry, U.
S. A., has transmitted to the War Department a work
on Rifle Practice, requesting its submission to a
qualified and experienced board with a view to its
adoption. The various chapters treat of the rifle;
the centre primer metallic cartridge; the propelling
force; targets; aiming; deviation of the rifle; es-
timation of distances; the trajectory; influence of
atmospheric resistance on the trajectory; influence
of wind on the trajectory, and the influence of light
and moisture on the trajectory. The appendix con-
tains a system of target practice for the use of troops.
The Creedmoor system as presented in Wingate's
Manual of Rifle Practice, has so firmly established it-
self in this country, that it would be unwise, as well
as impracticable to disturb it, and we presume Mr.
Farrow will not undertake to do this. What ground
is covered by his work that is not covered by the ex-
isting manual we are not informed.

In a letter to the London Times, Mr. Bessemer re-
ports that he has devised a small instrument capable
of showing on a graduated arc the precise angle in de-
grees and minutes of any gun on board ship, and so
arranged that at the instant of time at which the chase
of the gun arrives at any predetermined angle of ele-
vation, metallic contact is made, and the gun is instan-
taneously fired by electricity. This accurate mode of
firing being subject to slight errors, such as may arise
from the time of ignition of the charge and the time
occupied by the projectile in traversing the chase of
the gun, etc., the instrument is provided with a means
of adjustment which permanently corrects and elimi-
nates these and other sources of error, so that the firing
angle determined by the instrument indicates the pre-
cise angle of elevation at the instant at which the pro-
jectile issues from the muzzle of the gun, and should
thus render the firing of a gun at sea nearly as accurate
as one on shore.

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CONGRESS AND THE ARMY.

THE Forty-fifth Congress has adjourned without
making the annual appropriation for the Army.
This is the lame and impotent conclusion of a sorry
performance. The supply bill fell where the Senate
left it, because there was disagreement about the
section which discontinued the use of troops to keep
the peace at the polls. Thus once more a measure
for the routine support of the national military es-
tablishment, which has no more to do with party
politics than with the colonization of Africa or the
discovery of a magnetic motor, is loaded down and
crushed under party strife. One side holds back;
the other will not give up: the Army, the sufferer, is
sent off with no appropriations, and can only find
scant consolation in muttering, like MERCUTIO, "A
plague o' both your Houses!"

But we are glad to say that there is nothing yet to
cause anxiety in the situation. The Forty-sixth
Congress is summoned for a week from Tuesday.
The two appropriation bills that failed will be at once
brought up, probably, after the organization is
effected. If the annual Army bill is passed, with or
without the famous section that gives so much trou-
ble, it will still be in ample season for the next fiscal
year, which begins only July 1. In this respect the
situation is much more reassuring than two years ago.

The chief difficulty, apparently, would be created
by the President's veto of an Army bill on which
Congress should insist, and which it nevertheless
could not pass by a two-thirds' vote. We are not,
however, to presuppose this case; the probabilities
are of a more creditable result.

SAVING LIFE AT SEA.

THE modern increase of ocean trade and travel
has made the question of life-saving devices
and appliances one of continually growing interest
and importance; where once it personally affected
only a very small part of the community, it now ex-
tends throughout society; indeed, the earnest and
eloquent appeals made in Congress for the past two
years in behalf of the Life-saving Service, show how
it has come into the foreground as a question of the
hour.

Those who heard Lieut. T. B. M. MASON, of the
Navy, upon this subject, in New York, a few even-
ings since, had that pleasure and profit which come
from listening to one who speaks of what he under-
stands—an officer who, with great renown, taught by
example even before he taught by precept. We are
glad to present here the leading features of Lieut.
MASON'S dissertation; for, as it is an axiom in peace
to prepare for war, so the part of wisdom is to make
the mind familiar with the means of saving life at
sea, and to have some of the devices for that purpose
at hand, instead of leaving everything to the hour of

danger. Even that coolness which is then of the
highest value will have been aided by a repeated
foreseeing of all the possibilities.

What strikes us chiefly, in this subject, and espe-
cially in Lieut. MASON'S presentation of it, is that the
greater part of all that needs to be done, or that can
be done, in nine cases out of ten, can be effected by
very simple precautions, expedients, and devices.
First, of course, comes a knowledge of swimming—
yet most persons do not have this, and many a sailor
cannot swim. Children should be taught to swim,
not by plunging them into the water, and so fright-
ening them, on the one hand, nor, on the other, by
giving too much support in holding up the head or
by life-preservers. They should be convinced by
actual sight, that the body, being full of air, floats
like an empty bottle, the nose being like the spout
of the bottle; that they need only, therefore, keep
the nose out of water; the mouth, of course, being
closed; that, as the body's extra buoyancy is about
eleven pounds, in an ordinary sized man, and the
weight of the head is from eight to nine pounds,
unless the head is pushed up out of the water the
body will take care of itself. At the Naval Academy,
the pole attached by a line to the swimming-belt, a
familiar contrivance, is used. The instructor shows
the pupil how to strike out with feet and legs, and
supports him with the pole and band. Before the
lad is well aware of the fact, the instructor is able to
inform him with truth that he is swimming. Float-
ing, swimming on the back, and swimming without
the arms, in order to have these at command for
assisting others, should then be learned.

Next to personal efforts come aids to personal
efforts—life-jackets and life-preservers. The best
authorities prefer the cork jacket, as rubber and
metal are liable to be injured by wear, corroding and
puncturing. That every vessel should carry a supply
of good life-preservers, is conceded; but Lieut.

MASON adds:

Every boat that leaves a ship, or the shore, on service which is
not perfectly safe, should have enough life-preservers for its
crew and passengers. At sea, these should be kept in the boats;
these jackets should always be put on. In practice, however, it
has generally been found that men pulling take them off, because
they interfere with the arm, forcing it to take a position to
which they are unaccustomed in rowing; to obviate this I have
designed a jacket, which has been made by Mr. W. H. Godfrey,
of this city, for the Navy and Life-saving Service.

Lieut. MASON recites the various laws in the sta-
tute book regarding life-preservers, and adds:

How these laws are actually carried out, can be seen by any
person who travels as far as Brooklyn or Jersey City. The life-
preservers are on board, but where are they? Strapped up under
the cabin ceiling, where no one but a giant could possibly reach
them, or stuck under the seats, where none but an expert would
notice them. In river steamers they are generally stowed in
boxes where no one unacquainted with the fact could ever find
them. In ocean steamers they are often kept in some out-of-the-
way locker. In men-of-war the small number allowed can
usually be found in the furthest corner of the yeoman's store-
room. They should be fitted with a simple system of webbing
straps, not leather, and should tie, not buckle. They should be
kept, well in view, in places where they can be reached at any
time by passengers. In steamers, where passengers sleep, there
should always be one jacket near each bunk, besides those on
deck. In conspicuous places, near where they are kept, should
be printed notices, with drawings, telling and showing how they
are to be used, and advising the passenger to examine them
closely, and even to put them on, to tie the straps, to fit them,
and become thoroughly familiar with them. The straps should
always be securely sewed to the jacket, so that they cannot be
pulled off or lost. The jacket should be worn just under the
arms, these latter thrust through the armholes or suspenders.
They should be tied in front of the body; in this position they
serve to keep the nose and mouth out of water. Many bodies
have been recovered with the preserver about the waist, and, in
some cases, about the legs.

A most important matter is the use of the beds and
other cushions on shipboard as life-preservers. A
mattress filled with cheap cork shavings—a substance
usually thrown away—has great buoyancy. A cotton
canvas hammock, containing a mattress stuffed with
cork shavings, tested by Lieut. O'NEIL, U. S. N.,
sustained sixty-two pounds one hour and five minutes,
and thirty-two pounds indefinitely. The same ham-
mock, placed in a closely woven water-proofed cot-
ton canvas bag, had its buoyancy increased about
four times. Twenty hammocks thus provided, lashed
together with a frame-work of spars, would support
a 2,000 pound anchor. OSTERMOOR'S mattress,
stuffed with felt, has just been adopted by the Navy
Department, and issued for trial, and it is also ap-
proved by a board ordered by the Steamboat Inspec-
tion Service:

A bunk mattress of this kind supported one man weighing 180
pounds, who stood upon it, and a dead weight of fifty pounds of
iron, without sinking enough to wet its upper side. It supported
two such men, only wetting the soles of their shoes. After
twenty-four hours' floating, the ticking having become saturated,
the inside was examined and found to be totally untouched by
moisture—the extreme outer fibres of the outer sheets being
barely touched by the dampness. Heavy weights were then
used to sink it, and it remained under water forty-eight hours;
upon being examined at the end of this time it was found that
the moisture had penetrated between the sheets, the interior of
the sheets themselves being entirely free from dampness. The
mattress was then dried, when the usual softness and springi-
ness was observed to return to the material. So well pleased
were the board with the comfort and cheapness of the mattress,
that they recommended it even for shore use. They have, how-
ever, already been used for a long time on shore, and even afloat.

Alexandre's New York, Havana, and Mexican Mail Steamship Line has used them for two years. Pullman uses them in his sleeping cars, and uses the material for stuffing the cushions of his palace cars, and for the cars of the Metropolitan Elevated Railroad. They are used in many of the hospitals and public institutions. All who have used them testify in highest terms as to their softness, their not lumping, and their cleanliness—there being no animal oil or fat in them. The objection to mattresses stuffed with cork is their hardness and soginess after being in the water for some time. To those with waterproof covers, their smell. A felt-stuffed pillow weighing three and a half pounds, on which was placed thirty pounds of iron, is reported by the steamboat inspectors to have floated eight days. A chair cushion would therefore support a man in the water with the greatest ease.

If travellers by sea who are so particular about the comfort of their state rooms or their places at table, would spend a little of their inspection on the life-saving contrivances, the buoyancy of the mattresses, the places and numbers of the boats and life rafts, the trying on of the life preservers, and so on, they would not only know beforehand whether the ship was properly provided with these things, but would create a public opinion which would react on owners, and cause them to furnish adequate appliances. Terrible experience has caused some lines of ocean steamers to be at last well fitted out in these respects—better than some others which have not yet had such experiences.

Life buoys are for dropping to a person in the water; they sometimes have a little red flag, for day work, or at night some contrivance for lighting, so as to be better seen. In our service portfire is used for this light. Sometimes the wind or current may carry the buoy away from the swimmer. Mr. R. B. FORBES reports very excellent results in preventing this by attaching to each buoy a little canvas cone, which acts as a drag or sea anchor. About the decks there should be a number of ring buoys, which a cool person may pitch almost into the hands of a person overboard. The person assisted should not attempt to climb on a life buoy; it is for support while the body is submerged. As to restoring the apparently drowned person, the rules of Dr. HOWARD cover the case, and the methods are generally well known, though they should be posted in steamers and ferry houses, and on wharves and bridges, even if only to be learned by the idler, as well as for actual reference.

As to boats, the first great trouble is in the processes of lowering and detaching, which consume so much time. Lieut. MASON commends the davit of Mr. FORBES, and also the boat detaching apparatus of Ensign FISKE, of the Navy. A ship's boats should be, if possible, of the life boat type; if they are not, they should at least be fitted with air tanks under the thwarts, or cork paddings round the rail outside. The rudders should always be kept shipped. An oar is preferable to a rudder, if properly shipped, when quick work is to be done. But a large vessel cannot carry boats enough for all on board; she must have life rafts. Lieut. MASON says:

The Rider life raft is the one which seems best to meet the requirements of the case. These have been adopted in our service. The model is furnished by the present makers to the Navy, the "Gondola Life-boat and Raft Company." The advantage of this contrivance is, that it affords a very large amount of buoyancy when submerged. It is very light, and when not inflated takes up but little room. . . .

Admiral Ammen, who recently addressed this society on the subject of the lifeboat survey, is the inventor of a balsa very similar in form to the rubber one, but with the floats made up of staves, like a barrel. In the water it is excellent, but it does not stow as well aboard ship.

The crew of a vessel stranded should only leave her in their own boats as a last resort. They should establish the line communication, to be referred to hereafter, or wait for the boat from the shore. Few sailors are good swimmers; in fact, it is a profession by itself. Not being surfmen, they cannot prevent their boats being upset or pitch-poled (thrown end over end) when they get in the surf. If they do have to use their boats, they must anchor outside of the surf and get up a line communication from there. If it is absolutely necessary to go through the surf, a flexible raft made of hammocks or mattresses, which will bend to the action of the wave and not pitch-pole or capsize, will be found much safer than a boat.

We see references made to water-tight compartments and collision bulkheads. They do not exist, in practice, any more than we can call the walls of this room water-tight. Some of the vessels are provided with partitions, which might be made water-tight, but not at the moment when they are needed. To be of use, they must be so beforehand. There must not be a single opening in them below the water line, and even for some distance above it, as the line of flotation would be raised, by the filling of one of the compartments.

Much attention is also given by Lieut. MASON to the subject of collisions and strandings at sea, and the modes of preventing them, so far as the ships' officers are concerned. He recommends an electric light at the masthead, to be supplied with electricity by the engines, and operated or extinguished by the officer of the deck. In treating of upsetting, he calls attention to the excellent new method of Mr. FORBES for reducing top hamper. As to improved compasses and sounding apparatus, those of Capt. BELKNAP and Lieut. Commanders SIGSBEE and JEWELL, and the method of approaching dangerous places proposed by ex-Lieut. TRUEDELL, of the French navy, are of much value. Lieut. MASON

insists that more use should be made of the fact that fogs are generally not high above the water:

A vessel's masts sometimes project into a clear atmosphere above—if a man is sent aloft, where, by the bye, one ought always to be, at least during the daytime, to look out for wrecks and rafts, or boats, he can often see the masts of approaching vessels, land, and other high objects. This is not generally thought of, even by sea going people.

To the large part of Lieut. MASON's lecture devoted to the Light House service, the Coast Survey, and to the various life-saving societies of our own and other countries we shall need to pay less detailed attention, though we should gladly transfer the whole to our pages, did space permit. Amongst the chief suggestions is the important one that every light house and outlying light ship, especially the latter, should be a signal and telegraph station. They would then give timely warning of bad weather and of wrecks.

In our country, the first regularly organized society for preserving and restoring life was the Massachusetts Humane Society, formed in 1786, incorporated in 1791. It began the erection of huts, for the shelter and comfort of persons escaped from wrecked vessels, in 1789; the first one being erected on Lovell's Island, near Boston. It maintains at the present day eight such huts. Its first life boat station was erected at Cohasset, 1807. It has now 76 stations. The second society was the Life saving Benevolent Society of New York, incorporated in 1849. In the Government service there are three classes of stations—life-saving, life-boat, and refuge. The small surf boat is used at almost all. The great difficulty in all cases is the smallness of the annual appropriation, and consequently of the crews, and the feebleness of the appliances.

Of Lieut. LYLE's recent bronze, muzzle-loading, smooth-bore, life-line carrying gun, we have already had occasion to speak, in writing of the work of the Army Ordnance Corps. Mr. HUNT, of Weymouth, Mass., has invented an apparatus for throwing lines. But the great trouble is that hitherto all lines have gone from the shore; and they should really go from the ship. However, says Lieut. MASON, "until we can force shipowners and governments to provide their vessels with some means of sending lines, and even having them to send, we must continue this method." As a very practical device, some experiments have been made to use existing naval guns, both Capt. RALPH CHANDLER and Lieut. Comdr W. M. FOLGER, having obtained excellent results:

Rockets might be used with good effects. With as weak a rocket as our common signal one, I sent a line four hundred feet last year. A small line fastened to the ramrod of a musket might be used for short distances. Capt. Nares, of the English Navy, known to you probably in connection with the voyage of the Challenger and the last Arctic expedition, proposes a large kite, made of canvas and spars and fitted with two lines, so that it can be guided up or down. To this I have added an anchor-tail. Such a kite would also be of use in communicating between vessels at sea where it was dangerous to lower a boat. A line fastened to a box or barrel might drift ashore.

An expert swimmer in a life preserver, or on a mattress or balsa might reach the shore in safety with the end of the line, if better means were not at hand.

Captain James E. Jouett and Lieut. Comdr W. B. Hoff, of the Navy, have invented an apparatus which will probably be adopted. It consists of a float carrying a reel, on which can be wound 6,000 feet of line. At the forward end is a large rectangular shield. The shield is so placed that, no matter how the float turns, one corner will always be up to act as a sail (and one down to act as an anchor). The weight of the apparatus is about 200 pounds.

With a lucid description of the working of the life-saving system as it now exists, Lieut. MASON closed a clear, comprehensive, and valuable lecture, on a most interesting and important topic. It has attracted much attention, and we cannot doubt that it will bear good fruit in public opinion, in popular instruction, and in legislation.

BACK PAY FOR MEXICAN VETERANS.

THE following is the law approved Feb. 19, 1879, granting three months' extra pay to officers and soldiers who served in the Mexican war:

That the Secretary of the Treasury be, and he is hereby directed, out of any moneys in the Treasury not otherwise appropriated, to pay to the officers and soldiers "engaged in the military service of the United States in the war with Mexico, and who served out the time of their engagement or were honorably discharged," the three months' extra pay provided for by the act of July 19, 1848, and the limitations contained in said act, in all cases, upon the presentation of satisfactory evidence that said extra compensation has not been previously received: *Provided*, That the provisions of this act shall include also the officers, petty officers, seamen and marines of the United States Navy, the revenue marine service, and the officers and soldiers of the United States Army employed in the prosecution of said war.

The provision for extra pay in the act of July 19, 1848, is contained in the last section of that act as follows:

Chapter 104, Approved July 19, 1848, Vol. 9, p. 247.

An act to amend an act entitled, "An act supplemental to an act entitled, 'An act providing for the prosecution of the existing war between the United States and the republic of Mexico,' and for other purposes. . . . Sec. 5. That the officers, non-commissioned officers, musicians and privates engaged in the military service of the United States in the war with Mexico, and who served out the term of their engagement, or have been, or may be, honorably discharged—and first to the widows, second to the children, third to the parents, and fourth to the brothers and

sisters of such who have been killed in battle or who died in service, or who, having been honorably discharged, have since died, or may hereafter die, without receiving the three months' pay herein provided for—shall be entitled to receive three months' extra pay. *Provided*, That this provision of this fifth section shall only apply to those who have been in actual service during the war.

By a resolution (No. 9) passed by Congress July 29, 1848, it was provided that these claims should be settled by the Pay Department. A subsequent resolution (No. 9) passed July 25, 1850, transferred their settlement to the Second Auditor of the Treasury. At the time the above act was passed, Secretary of War Marcy construed it as not granting the three months' extra pay to those in the Regular Army of the United States. The act itself was repealed by act of July 15, 1870, and is now revived in its present form.

If those who are entitled to back pay under the provisions of the new act will send their names to us we will endeavor to see if some arrangement cannot be made by which the money can be promptly obtained and forwarded to them with little or no expense. It is only necessary to ascertain in one instance what course of action must be taken to procure the back pay and to follow this routine in other cases. There ought to be money enough coming to the members of the "Aztec Club" under this bill to enable them to dine together in the handsomest manner several times a year, for the remainder of their natural lives.

All the volunteers and "Ten regiment regulars" who were discharged in the latter part of July, or in August and September, 1848, received their three months' extra pay at the time of their discharge from the Paymaster of the Army. Many of them may have been unaware of the existence of the law, and perhaps made no note of receiving extra pay at date of discharge. The Second Auditor has intimated that "it is safe to assume that all regiments, companies, detachments and individuals mustered out and honorably discharged after July 19, 1848, have been paid three months' extra pay, excepting such as were mustered out and paid at remote stations very soon after the passage of the act. Of those discharged prior to July 19, 1848, a very large majority have already received the extra pay."

AMONGST the bills that failed in the last Congress was a batch of forty, introduced by Mr. Maish, granting compensation or rent for the use of battle grounds and camping grounds in Pennsylvania by the United States troops, during their defence of that State from Gen. Lee's invasion in 1863. Of these bills 750 copies each were printed, making 30,000—had they all been condensed into one, there would have only been 750 and that would have been a pity. The bills each read that to ——— of ——— county, Pa., shall be paid so many dollars "in full compensation for the use and occupation of his lands by United States troops during the late war, and for property belonging to him taken and used by said troops." The aggregate amount of the bills was \$67,181. A wag was induced to ask whether the "property taken and used" included any "water furnished soldiers at five cents a glass"—evidently thinking that the latter should be set-off against the amounts claimed. We think, however, that the five-cents-a-glass story, or the one-cent-a-glass is a fabrication; we do not remember ever to have seen the proof of such sums being demanded, and of course voluntary offerings by thirsty soldiers on the march to little country lads, would be a different matter.

In noticing the interesting Life of Commodore Tattnall, some weeks since, we had occasion to record that when that officer passed out of the service of the United States, he received a commission as "senior flag-officer in the Navy of the State of Georgia." The circumstance caused us to reflect on the question of the States as naval powers; and to wonder if State navies now exist as well as those State armies which certainly do, in the form of militia. Under the constitution of Massachusetts, it is said, the Governor bears the sounding title of "Governor, Commander-in-Chief of the Land and Sea Forces of the Commonwealth, Captain-General, and Admiral." The Navy of the United States has been reduced to a very small compass; but who can say that there may not be large State navies, commanded by senior flag-officers and admirals, whose existence may hitherto have been almost unsuspected by the general public?

DURING the discussion of the Naval Appropriation bill at the late session of Congress, Senator Whyte, of Maryland, made and announced the remarkable discovery that the plumber at the Naval Academy was paid \$2 a day. Such remuneration for a plumber seemed incredible, especially in midwinter; and Mr. Whyte proposed to amend the bill by making the plumber's wages \$3. Unfortunately, a point of order ruled out this amendment; but the shock of wonder remained in the Senate, as it must do in the public.

CORRESPONDENCE.

The Editor of the ARMY AND NAVY JOURNAL does not hold him self responsible for individual expressions of opinion in communications published under this head. His purpose is to allow the largest freedom of discussion consistent with propriety and good feeling.

LETTER FROM MEDICAL INSPECTOR TURNER.

To the Editor of the Army and Navy Journal:

Sir: Medical men and "learned doctors" are pretty much agreed that heredity, in a great degree, if not entirely, is the sum of the antecedents, moral as well as physical, of the individual. In your issue of Feb. 15, 1879, I read that a deformed descendant of drunken Noah, under the name of "Dick Deadeye," feels called upon by "natural inference" (whatever that may be) to associate the pamphlet on "Air and Moisture on Ship Board," with the *Tennessee*. How the "natural inference" is arrived at is but slightly apparent, save that it is the reasoning of a "natural," as idiots are sometimes called.

The only allusion to that vessel in the pamphlet is the copy of the routine from the original; nothing more—nothing less.

The writer, at some future time, proposes to present his observations and registrations with regard to that ship, and begs to say to this dead-eyed person that he has not forgotten any single fact relating to his last cruise.

Considering the deformity which permits him to see with but one eye, and that his defective cerebration leads him to cowardly malignity and cunning in thus pusillanimously screening himself under his *nom de plume*, the writer has sincerest pity for this ill-descended bit of imperfection. There is, however, a gleam of satisfaction in the article, and that appears to be concern for the "efficiency" of the service; and that, from a "memorial" on the writer's table, seems to be an abnormal condition, if one can believe the certified names of other cyclopean associates of "Dick Deadeye" appended to that document. However, if the shot aimed at the target of the nuisance of wet decks has hit and wounded one of the target keepers so as to produce a howl, which may, perhaps, demand a holy stone for a monument, the writer has cause to congratulate himself.

"Let the galled jade wince, our withers are unwrung."

T. J. TURNER.

WASHINGTON, February 21, 1879.

We can find nothing in the communication signed "Dick Deadeye" that justifies the severity of this answer, and for this reason inserted last week only so much of this as contradicted "Deadeye's" statements or inferences. As Dr. Turner insists that it is necessary to his vindication that we should publish his letter entire, we give it here, leaving our readers to settle with its author a question of good taste about which there is an irreconcilable difference of opinion between us and the Doctor. His reference to a "memorial" shows that his letter is intended, in part, as a reply to something besides the communication in the JOURNAL.—EDITOR JOURNAL.

THE THUNDERER ACCIDENT.

To the Editor of the Army and Navy Journal:

Sir: The last report from the *Thunderer* is to the effect that two charges were in the gun when it exploded. At first thought it would seem an impossibility to have two charges in a great gun without the fact being detected; but on thinking over the whole operation of loading and firing the thing appears more probable. The first charge was probably rammed home, and when the primer was fired it failed to ignite it. The fact that the gun did not go off would have escaped the notice of both the people in the turret and the loaders in the chamber below. In a turret it is almost impossible to tell by sound that one gun of the pair has not fired, when both are used together, as they probably were on this occasion, by means of the electric firing apparatus. The recoil is so small that in the hurry of running out a rapid firing it might not have been noticed. When the second charge was rammed home the automatic hydraulic rammer pushed it in until it brought up against the first projectile, when the automatic reversing gear was set in motion by the check and the rammer withdrawn without giving any notice, as I can find no mention of a tell tale in the apparatus. The gun was then primed, fired, and the explosion ensued. We know that the first charge was a battering one of 110 lbs. and a shell, and the second one an ordinary charge of 85 lbs. with a shell. The first charge was about 3 feet long, the first shell about 3 feet, making in all about 5 feet, which would bring the centre of the second charge about where the rupture occurred. When the gun was fired the first charge exploded, driving its shell into the second charge, which probably then exploded, breaking up the first shell and exploding its charge also. The combined effort would be enough to rupture the strongest gun ever built, or which could ever be planned, especially when the greatest strain did not come on the strongest part of it.

Feb. 14, 1879.

It is interesting to know that the explanation of the accident given in the English service papers just received is in strict accord with the *a priori* reasoning of our correspondent, as to what the facts must be.—ED. JOURNAL.

Asst. Surg. B. G. McPHAIL, U. S. A., Prescott, A. T., sends us \$10, contributed by the following persons for the benefit of the family of the late Lieut. H. B. Benner: Major J. C. McKee, Surgeon, U. S. A.; B. G. McPhail, A. A. Surgeon, \$1; Capt. Alex. Gilmore, Chaplain, U. S. A.; \$1; Capt. C. P. Egan, C. S.; U. S. A.; \$1; Capt. Thos. Byrne, 13th Infantry, U. S. A.; \$1; Lieut. H. L. Haskell, 13th Infantry, U. S. A.; \$1; Lieut. F. G. Wood, 13th Infantry, U. S. A.; \$1; John N. Heldt, \$1; James Gough, \$1; J. R. Estill, \$1. The money has been transmitted to the secretary of the N. Y. Chamber of Commerce, custodian of the fund.

(For the Army and Navy Journal.)

VENTILATION OF SHIPS-OF-WAR.

To the popular mind, which has always associated the sailor with pure sea air when on the ocean, it may be surprising to learn that perhaps there are no habitations where the atmosphere breathed by human beings is frequently so foul as under the decks of a ship-of-war, at times when the crew are berthed and all the air ports closed, and still more, when in heavy weather the hatches must be battened down. Even when lying in harbor with ports and hatches open, in calm nights, one has only to descend from the pure air of the spar or upper deck to the berth or living deck, or stand over the hatches, in order to scent the rebreathed morbid atmosphere from the men slung in their hammocks. That men exposed during sleeping hours and at other times to the influence of this fetid atmosphere—a potent cause of disease—live through long cruises without contracting serious diseases therefrom, is probably owing to their vigorous physical condition, good food, warm clothing, and to the fact that the greater portion of their time is passed in the healthy atmosphere of the upper decks.

It has been a long time since the subject of ventilating buildings occupied by numerous persons commenced to be discussed, and many years since ventilating arrangements were introduced for the purpose of supplying fresh air to crowded apartments. But, notwithstanding the fact that ships-of-war have been designed, constructed, and officered by men of more than ordinary intelligence, and that foul air has always been a cause of complaint with those who are obliged to live on board, no special care has ever been taken to provide proper means of ventilation. The only method in common use is that of introducing air into the holds and rooms by means of ventilators technically called windsails.

An expedient adopted to prevent or remove foul odors in the holds of ships, is that of carefully cleaning the bilges from stem to stern, whenever they can be reached, at least once every week, and applying white-wash and frequently chloride of lime etc., to all accessible places, keeping them as dry as possible by use of the pumps, swabs, etc. But as it is scarcely ever possible for men to get under the floors from end to end of a vessel, the bilges are often only cleaned in the immediate vicinity of the scuttles, and in the fire and engine rooms, leaving the dirt, etc., elsewhere to the undisturbed evolution of poisonous gases. This being the case another expedient has been resorted to in many ships, viz., that of admitting water freely into the bottoms and removing the same by means of the steam pumps, with the view of washing out the dirt and odors. But neither of these expedients has resulted in success as to odors. The first fails because of the difficulty in reaching all parts of the skins, and the second in consequence of the want of velocity necessary to force the water and dirt with it to the pump wells.

In recent years there has been introduced in many English ships a system of inlet pipes, arranged to receive air from above decks and discharge the same into the holds and apartments. The introduction of the novel vessels of the monitor type having exceptionally low freeboards, and decks which were intended to be covered with water even in moderate weather, rendered necessary some mechanical means of supplying air to the crew as well as to the furnaces of the boilers; accordingly the ordinary fan blowers, driven by independent engines were brought into use. In this method the air is received into the vessel through a long pipe or tube, and forced by the fans through pipes leading into the holds, apartments, and fire-rooms, the admission of air being regulated by registers in the same way that the supply of hot air to the rooms of a dwelling house is regulated. This system, introduced by Ericsson, has been perpetuated and in an improved form is now in use in all low freeboard armored ships. But while the methods thus adopted have all been in the direction of forcing air into accessible parts of a ship, no means were provided for withdrawing the foul air, the result being a mixture of pure and impure.

With the foregoing prefatory remarks we shall attempt to describe the system of ventilation proposed by the writer nearly twenty years ago for the U. S. S. *Susquehanna*, and recently adopted and applied to the U. S. S. *Richmond*. In 1858 the writer returned to New York in the beautiful frigate *Wabash* from a cruise in the West Indies, where considerable time had been spent on the shores of the Caribbean Sea during the rainy seasons, and much discomfort and some suffering had been experienced consequent upon foul air on the berth deck and disagreeable bilge odors arising from the hold of the ship.

A short time after the arrival of the *Wabash* the *Susquehanna* arrived at the Quarantine, Staten Island, from the same station with yellow fever on board, having lost on the passage a number of officers and many of the crew. (It is worthy of remark here, that while the method of setting water into the ship daily and removing the same by the steam pumps was practiced in the *Wabash*, the opposite course was pursued in the *Susquehanna*, i. e., no water was let in, that which leaked in being pumped out as fast as the pumps would draw.) About this time a letter, of which the following is a copy, was sent to the Secretary of the Navy:

NAVY-YARD, NEW YORK, April 25, 1859.

Hon. J. Toucey, Secretary of the Navy:

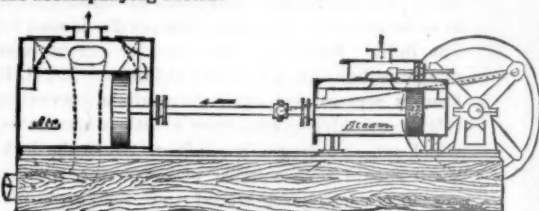
Sir: The terribly malady which occurred on board the U. S. steamer *Susquehanna*, a year ago, resulting in the loss of many lives and a large expenditure of money, has stimulated many persons to devise means for the removal of the foul air existing in the holds of vessels. That malaria existed on board the *Susquehanna*, and does exist in the holds of vessels remaining long in the tropics, especially during rainy seasons, seems to be acknowledged. The foul air confined below decks, together with the provisions and bilge water, is believed to produce it. The ventilation of all war steamers in which I have sailed has been so defective that after reaching warm climates the impure air from the holds penetrates the officers' quarters to an extent, which turns white paint black. The usual and only mode of effecting any remedy is to introduce

wind sails into the holds, when found convenient; that is, when the weather happens to be favorable and the duties of naval discipline will permit. It must, however, be evident to all who have studied the subject that, even if wind sails could be used every day, they are only a means of introducing some fresh air, not of removing the impure. From personal observations of several years experience on board naval steamers in warm climates, I am convinced that it is necessary to displace the foul air from the holds and berth decks very often, and for this purpose I have made a plan of an exhausting engine, a tracing showing three views of which is herewith enclosed.

It is to be located in the engine room and connected by a steam pipe to the boilers to drive it. The pipes for receiving the foul air may extend along the whole length of the ship, fore and aft, with branches leading into the holds, rooms, and berth deck, and be pierced with small holes at various points; the impure air so received into the pump to be discharged into the smoke pipe. The engine can be driven to a maximum speed of 75 revolutions per minute, at which velocity the whole volume of air below the berth deck of the *Susquehanna* will be exhausted in 24 minutes, and, of course, fresh air will rapidly descend to replace that removed. The engine can be operated at any time as required, when in one or two hours all the foul air and bad smell will be removed. No application for a patent or claim will be made for the plan; my object being to improve the ventilation of our ships, having myself suffered in health from the effects of impure air when cruising in warm climates. I request that the plan may be submitted to competent judges, and, if approved, that it may be tested on board the *Susquehanna*; the drawing being made with a view to placing it in that vessel.

J. W. KING,
Chief Engineer, U. S. Navy.

The system of ventilation here recommended for the *Susquehanna* was that of pumping the air out from all parts of the ship below decks. The mechanical means for exhausting the air were to consist of an exhausting cylinder, or air pump, 24 inches in diameter by 3 feet stroke; this pump to be actuated by a simple engine with direct attachment. The pistons of the air and steam cylinders to be fastened to one rod, as shown in the accompanying sketch:



The air cylinder was designed to be double acting, that is to say, to receive and to discharge at each end; the valves, which were to be rubber to prevent noise, being arranged as a double set for this purpose. In this design the quantity of air removed can be calculated exactly. Each revolution of the engine would extract 16½ cubic feet, or at 75 revolutions per minute 84,825 cubic feet would be removed from the ship every hour, and any less amount according to the speed of the engine.

The apparatus was intended to be located in the engine room, there being sufficient vacant space to admit of this. The pipes for receiving the foul air were to be cylindrical in form of thin galvanized iron and to be led through the ship as recommended, or otherwise as desired. Those for the officers' quarters were to lead along the sides of the ship close to the lower deck, with a branch in each room having a register attached. The foul air pumped out of the ship was to be discharged into a pipe in the centre of the smoke pipe, which central pipe, being surrounded by the hot gases from the furnaces when steaming, was intended to answer the double purpose of carrying off the heated air from the fire room and the foul air from the ship. No answer was ever received, nor was any notice taken of the letter or of the plans, by the Department. Discussions on the subject of the foul air breathed by the crews of our ships were subsequently of frequent occurrence and many remedies were from time to time suggested, but nothing accomplished.

In October, 1876, Lieut.-Commander Chas. F. Goodrich delivered at the Naval Academy an excellent paper, entitled "Hygienic Notes on Ships' Bilges," in which he explained the condition of the air in the holds and between decks of our ships.

In February, 1877, Medical Inspector A. L. Gihon read a long paper at the same place, entitled "Sanitary Commonplaces Applied to the Navy," in which the subject of atmospheric influences on human beings was treated, and facts quoted from several authors, including a paragraph from the "Principles of Human Physiology," by Wm. B. Carpenter, M. D., showing several well known cases, in which the speedy death of a number of persons confined together, has resulted from neglect of the most ordinary precautions for supplying them with air, the most notable being that of the Black Hole of Calcutta in 1756, and another of unrivalled magnitude which occurred on board the Irish steamer *Londonderry*, December 1st, 1848, when 150 deck passengers were crowded below with closed hatches during a stormy night and 70 of the number suffocated before morning. Still no proper system of ventilation was devised.

At last, in March, 1878, nineteen years after the writer had submitted his drawings and letter, the Secretary of the Navy appointed a Board, consisting of Medical Inspector Turner, Commander Bartlett, Chief Engineer Smith and Constructor Fernald, "to examine and ascertain the best system of ventilation by mechanical means or otherwise, by which the ships of the Navy may be more perfectly ventilated than at the present time." The officers of this Board travelled to Boston and examined the *Richmond*.

Their report, which ignores the writer's plans, is dated at Washington, May 9th, 1878. It embodies fifteen pages of official paper, the first four of which are devoted to showing the necessity for the ventilation of any inhabitable abode, with quotations from Angus, Tyndall, and others to prove "the filthy condition of the atmosphere generally on shipboard which both men and officers are compelled to breathe; thus inducing disease, impairing health and increasing the mortality." The second part of the report gives reasons why "no system of ventilation can be relied upon

which depends for its action on induced currents produced by the difference of densities or the difference in the static and dynamic heads of the internal and external air; hence the necessity for some mechanical device to keep up the circulation of air. And for this purpose it is recommended "that a fan of the most improved type, and one that has been thoroughly tested and found efficient be adopted, . . . and that this fan be fitted to exhaust the air from all parts of the ship by means of suitable pipes leading through-out, and fresh air will find its way through air ports and hatches to replace the air removed." Next follow explanations of the plans of the pipes, how and where they are to be situated, both for receiving and discharging, and the points where registers should be fitted, etc.; also some valuable recommendations as to air ducts and air ports, so long neglected in the service.

Finally they recommend "one exhausting fan to each side of the ship to draw air from the pipes, and that these fans be fitted with an independent engine for driving. . . . These exhaust fans can be arranged so as to be worked by hand, in case there should be no steam on the ship, by disconnecting their engine and making the necessary connection with the pump brakes."

When the orders were received by the Commandant of the Yard to carry into effect on board the *Richmond* the recommendations of the Board, it was ascertained that an important element in the proposed arrangement had been entirely omitted, viz., the kind of exhausting fans ("air suckers" as they are called in England), their required capacity, the volume of air to be removed in a given time, the velocities per minute any the situation of the fans in the ship. Strangely enough it accidentally happened that, nineteen years after the writer had submitted his plans for the same system of ventilation, the subject of the mechanical means for exhausting the air from the *Richmond* (the first ship in the American Navy in which it was to be tested) fell into his hands; that is, the variety of exhausters to be used, their capacity, the necessary power and how to apply it, were all decided upon, ordered and superintended by him.

The volume of air to be removed each hour and the capacities of the exhausters to do the work having been decided upon, it was apparent that the recommendations of the Board as to independent engines—involving, of course, belts to connect them—would occupy much room in the ship and prove unsatisfactory, if not a failure. And the recommendation to work the exhausters by hand through the intervention of pump brakes, or any other hand contrivance, was too absurd to be considered; not only because of the impracticability of the application, but also on account of the large power necessary and for the reason that it will very frequently become important to run the exhausters all night and some times all day as well (one or two hours at a time being useless), and at different speeds according to the state of the atmosphere between decks.

No exhausting fans, such as are used for the ventilation of buildings, being found applicable to the conditions required on the *Richmond*, it was determined to construct them. Accordingly, after consultation with Mr. B. F. Sturtevant, who has had large experience in ventilating buildings, a contract was made with him to build two exhausting fans with engines connected direct.

One is located on either side of the ship immediately forward of the officers' quarters; the space occupied by each being 8½ feet by 8 feet, and the entire height between decks, or 884 cubic feet. The engines receive steam from the main boilers and discharge into the main exhaust; the diameter of each fan is 80 inches, by 13 inches, width of blade. The steam cylinder for each fan is 7 inches by 6 inches, the maximum revolutions being 200 with 20 pounds pressure of steam, and the horse-power at this speed—5. At the maximum speed the volume of air drawn out per minute by each exhauster is estimated at 10,000 cubic feet, but as no exact measurement of this can be made, considerable must be allowed for loss. The cost of the exhausting apparatus was \$1,500; the pipes to engines, \$100; the pipes for receiving and discharging the foul air, as recommended by the Board, \$10,776; total cost, \$12,276, exclusive of enlarged air ports. But considerable extra expense to the air pipes was occasioned by alteration unforeseen in adapting a new arrangement to an old ship. Done over again, it would cost much less; and if built in a new ship as the work on the hull progressed, the cost would be comparatively small and the arrangement much improved upon.

As the Board did not name in their report any capacity for the exhausting fans, or mention the quantity of air required to be withdrawn in any given time, it is not known how they arrived at the data from which the dimensions of the suction and discharge pipes were calculated. The main receiving or suction pipes, of which there are two connected to each exhauster, one extending forward and the other aft (from which branches lead into all parts of the ship necessary to be supplied with pure air), are rectangular in shape, 16 inches by 16 inches.

There is, of course, a proper size for the pipes, for if too large the required partial vacuum necessary to cause the air to flow into them at every opening throughout the ship cannot be created, and if too small in area the necessary quantity of air cannot pass through them. The number of officers on board the *Richmond* is 41; the number of enlisted men and others is 226; supernumeraries, 35; total, 342. The ship is of single gun deck; the cubic contents of the berth deck, exclusive of the enclosed engine and fire room hatches, is 46,918 feet, minus the space occupied by the men—say 10 cubic feet per man. The cubic contents under the berth deck, the holds, is 37,847 cubic feet; but the largest portion of this space is occupied by provisions, stores, etc. It is desirable that the air in the holds be kept in a healthy condition, but what we have especially to provide is fresh air for the men,

and in view of this it will be proper to take an extreme possible case, and also the usual case when a great quantity of air is needed. The first will happen when in very heavy weather all ports and the upper deck hatches must be closed; the second occurs when the ship is lying quietly in harbor, the night calm and the weather warm. In the first contingency about 200 men will be on the berth deck most of the time; and, as the hatches leading into the holds are at this time supposed to be closed and the fire and engine rooms ventilated by air from trunks extending high above the upper deck, we have to supply air only to the berth deck.

The second consideration is most frequent, occurring sometimes nightly for weeks at a time; at such times an anchor watch is kept, and the night passed with about 300 men berthed below. But in this case the spar deck hatches and all the air ports may be open, consequently the large areas for the admission of air renders the necessity for its renewal less frequent. In the first contingency all the air necessary to supply that pumped out must be received through the small ventilating tubes and through the windows of the engine and fire room hatches. It will therefore be more difficult to keep up a good circulation and a proper supply of air all over the deck in the first case with 200 men than in the second with 300 men; but as the first case rarely happens while the second case frequently occurs, it may be considered safe to base the capacity of the exhausting fans, and the pipes for receiving and discharging the air, on the estimate of 300 men.

Now the authorities who have written on the quantity of fresh air required per minute or hour by each individual to replace that which such individual has rendered unfit for respiration vary so greatly in their scientific conclusions that even an approximate figure is difficult to establish. Arnot, in his *Physics*, gives one gallon per minute; others from Tredgold to Reid vary in their estimate from 3½ to 10 cubic feet. General Morin, from an analysis of all the observations made in Paris and from experiments of his own, gives per head per hour for barracks by day 1,050 cubic feet, by night 2,118 cubic feet. While Carpenter, in his "Principles of Human Physiology," says: "It is of great practical importance to determine the quantity of air which ought to be allowed for consumption by individuals confined in prisons, workhouses, etc., and for this experience seems to have fixed 800 cubic feet as the minimum that can be safely assigned."

These standards apply to natural ventilation in buildings where each person has considerable space. The question becomes more difficult when men are packed into hammocks having only standing room between decks, and where extraordinary provision must be made for constant renewal of the air. A certain amount of fresh air has to pass through a given air space in a fixed time in order to maintain the required degree of purity. The minimum size of this space will entirely depend on the rate at which it can be taken through the openings without the movement being injurious. The larger the air space the less is the necessity for the frequent renewal of air, and the less the chances of draught.

The area through the spar deck hatches of the *Richmond* is 172 square feet. Supposing the air ports to be closed, and taking the maximum of 2,118 cubic feet per head per hour with 300 men, and omitting the air necessary for lamps, we have $2,118 \times 300 = 635,400$, or 10,590 cubic feet per minute, to be supplied to a space of 46,918 cubic feet, minus 3,000 cubic feet occupied by the men.

The maximum capacity of the two exhausters for continuous work is 20,000 cubic feet per minute, or nearly double the requirement. This proves that the exhausters are unnecessarily large, but in the foregoing estimate the element of the friction of the air in the pipes has been omitted. The pressure to overcome this friction is proportional to the area or extent of the rubbing surface exposed to it.

The rubbing surface, of course depends upon the circumference or perimeter of the air way and upon its length. A circular pipe or air way offers less rubbing surface for the same length than any form or shape of air way of equal sectional area.

For the ventilation of deep mines, some of which the writer visited in England and in Belgium, two different systems are employed, one being that of producing currents by the use of furnaces in the bottom of the pit, so as to maintain a column of heated air in the up cast shaft, which air is forced up by the column of cold, consequently heavier, air in the down cast shaft. The other system being that of the removal of the air by means of pumps or fans fixed at the top of the pit to exhaust the air from the up cast shaft. The fans used at the coal pits at Pige in Belgium are of 30½ feet diameter by 8 feet 2 inches wide, and the horse power of the engine is 45.

The estimate for friction in the air ways is made as follows: The friction varies directly as the rubbing surface, directly as the square of the velocity, and inversely as the area of the air way. For new and clean iron pipes, Peclet gives the mean value of the coefficient of friction as 0.08678; this being the height in feet of an air column of the same density as the flowing air, required to overcome the frictional resistance encountered by 1,000 cubic feet of air per minute in passing through a passage having one foot of sectional area, and presenting one square foot of rubbing surface to the air in motion. Let this coefficient be represented by K ; then, to make it generally applicable, let f = the frictional resistance offered to the passage of one cubic foot of air through a given pipe at a given velocity, A = sectional area of pipe in square feet, S = rubbing surface in square feet, and V = velocity in feet per minute. Then we have $f = (KS + A) \times (V + 1,000)^2 = KS V^2 + 1.000000 A V^2$. Substituting the above value of K , we have $f = 0.00000008678 S V^2 + A$. Here f = represents the head, or height in feet of a column

of the ventilating air, one square foot in sectional area. In the case of the ventilation of ships the ventilating air may be taken at the average density and temperature; the weight being about 0.0753 lbs. per cubic foot. Let F represent the frictional resistance in pounds offered to the passage of one cubic foot of air through the given air-way at the given velocity, then we have $F = 0.0753 \times f = 0.000,000,006, 58 V^2 + A$.

In the *Richmond* there are 416 feet of main pipe and 73 branches extending therefrom having sharp bends, besides 108 openings for the admission of air, with registers and wire covering to each.

The velocity of the air passing out through the discharge pipes was easily ascertained, but as any estimate of the friction of the air through the receiving pipes, with so many branches and sharp bends, would only be approximate, it was considered best in the first application to provide ample power to overcome all questionable points, even when the fans may be run for several days and nights continuously, at only half speed. It cannot be claimed that the disposition or the dimensions of the pipes, or the proportions of the exhausting apparatus are correct. The type of exhausting fan (if fans be used), may be improved upon only in proportionate dimensions. But the disposition of the air receiving ports on the berth deck are objectionable on account of their being too near the air ports, and as a consequence receive air from them (when they are open) instead of from the ship. These defects, and a better disposition of the air discharge pipes, so as not to encumber the fire room hatches, thus shutting off light from below, besides a proper proportion of pipes and other noticeable defective points may be corrected in the ship next to be ventilated.

The system of ventilation as applied to the *Richmond* is unquestionably correct, and although the details of the method employed for removing the air are not perfect, a great measure of sanitary reform has been accomplished in the Navy, and in time the subject of ventilating our ships will be as carefully considered as the supply of water and drainage is considered by engineers of cities.

When the apparatus was tested—the crew being on board—it worked admirably and almost noiselessly, the purpose for which it was designed being accomplished fully up to what the most sanguine friend of sanitary reform could have hoped for.

The air to be exhausted flowed freely to and through the openings in the receiving pipes from all parts of the ship to be ventilated, with facility, as indicated by the currents entering the registers, while fresh air imperceptibly descended to supply that removed, and without objectionable currents, as in the case when the system of forcing air into apartments is employed. In addition to removing foul air it was found to be useful as a means of drying the deck.

On the arrival of the ship at Gibraltar from New York, after being twenty-five days at sea, Chief Engineer Baker writes: "The exhausting fans work well and are a very great comfort by supplying us with pure air. There is no smell of bilge water and no odor of impure air on the berth deck at night. Moreover, dampness is prevented, the berth deck being rapidly dried after being wet from washing."

It may, therefore, be confidently stated, that the *Richmond* is now by far the most completely ventilated ship that ever sailed under the American flag, or indeed under any flag. The officers and crew of this ship will enjoy pure air at all times, when in healthy localities, and warm apartments (heated by steam), when in cold weather; comforts unknown to the senior officers of the Navy in their cruising days.

In conclusion it will be well to remark that in 1859, when the plans for pumping air out of the *Susquehanna* were proposed, exhausting fans had not been introduced. It is only recently that they have been constructed so as to successfully exhaust air and also work without disagreeable humming noises. But even at the present day it is a question yet to be decided whether the exhausting fans as applied in the *Richmond*, or the air pump as proposed by the writer nearly twenty years ago, and recently applied, as we are informed, to the English ship-of-war *Iris*, is the best instrument for removing foul air from the holds and decks of ships. Either type of exhauster, if properly made and proportioned for the work required, will perform the service satisfactorily. Respectfully submitted by

J. W. KING,

Chief Engineer, U. S. Navy.

NAVY YARD, BOSTON, February 27, 1879.

TREBIZOND.—The London *Times* correspondent says: "Goods of various sorts to the value of £300,000 now pass through this place for Persia. I met hundreds of pack animals on the road, and more than half of them were loaded with tin canisters full of petroleum oil from—as was marked on them—New York. I see, from returns kindly supplied to me by Mr. Billotti, that the average value of imports to Trebizond from Great Britain is about £300,000 a year. In 1874, the year in which the imports were largest, they reached a value of £575,483 for local and of £700,880 for transit to Persia. In 1877, the year in which they were lowest, the respective amounts were £155,012 and £476,190."

APPROPOS of the *Thunderer* disaster it was suggested last year, in a letter from the English Director of Naval Ordnance, that by the tremendous pressure which is exerted upon the cartridge by the hydraulic rammer, it is possible that "the charge may be compressed so as to cause a crushing action on the grains of powder and a reduced air space, thereby inducing an abnormal pressure." Ordinary large grain powder, if exploded in heavy charges, will induce pressures amounting to sixty or seventy tons to the square inch. Far higher figures might, therefore, be expected to be obtained with pebble powder reduced to dust.

THE NATIONAL GUARD.

TWELFTH NEW YORK.—The second series of wing drills were completed in this regiment last week. Cos. A, F, I and K parading on February 26, and B, E, G and H, on the 27th, at the State Arsenal, under the direction of Maj. Jas. H. Jones. Four companies, twelve files front, was the equalization of the first wing, the battalion being turned over at ten minutes past eight o'clock. Without delay the drill was commenced, the alignments and distances, being those of four companies, being of the very best description. The wheelings, too, both right and left, were all that could be desired, hardly a break occurring at the several changes of direction. In the close column movements, on first and fourth divisions, right and left in front, with deployments on interior divisions, the promptness of officers, care of guides, and accuracy of step, were up to the full standard, as was an advance in line four about, retreat, and again advance, repeated several times. The double column of fours with deployment by two movements were clearly executed, although the left guide of the second company in line was somewhat upset as to his proper place. The lieutenant commanding, however, promptly called the sergeant to his senses. The formations of close column by companies from column of fours was excellent, the march in column good, and the close in mass on first company excellent. From the column of fours broken at right angles, a four left, rear companies left front into line was good, while from the same formation, to form line faced to the right, the four right, rear companies left front into line faced to the rear, although very slow on the part of the rear companies, the second lieutenant of the third company making his debut as a commandant, was completed without error. Forming the double column while on the march was promptly and rapidly executed, the deployments to the right and left being also good. A few movements in the manual closed drill, which was one of the best the regiment has held this season, and officers and men fully deserved the high compliment paid them by the instructor.

On February 27 Cos. B, E, G and H were also equalized into twelve files front, late men being shut out at first sergeant's call. The 12th seems to be proud of its promptness on all occasions of duty, and the row of uninformed men—late of course—on the benches during this second drill shows what strong efforts are being made to compel the men to report at the hour announced for assembly; as a necessity there was considerable growling among these laggards, but it seems only justice to those who report on time that late men should not be permitted equal privileges with them. The drill commenced with the same movements as on the previous evening, the step being just 111, with correct distances in the column of fours. As the companies of this wing were commanded by captains, it was fully expected that the movements would equal if not excel those of the other wing. The opposition was, however, destroyed on the third movement, close column on first division right in front from column of fours on the march. The commandant of the first division, instead of ordering fours left and forward, directed column left, to execute on the left close column of divisions. The movement was repeated in fair shape but not good. Centre forward was next executed, the column encircling the room and deploying by two movements, the guides being satisfactory and the captains of the centre companies slow to "support arms." From column of fours on the march, line was formed, and advanced, with an immediate order of "double column, fours left and right." The captain of the color company mistaking this order for "centre forward" broke his company by fours left, causing considerable confusion. After instruction, the movement was completed, to be at once repeated after the deployment. This second formation was not good, the orders of the captain of the centre division being to a certain extent indistinct, the march in column followed, step and distances excellent; but at a close in mass on first company its captain failed to halt, the second company took up the double time without order, blindly followed by the third, and at the close all forgot to support arms. A repetition was faultless. In the formation of column of fours into line by two movements the commandant of the second company (now third) was somewhat confused as to which direction should move his command, and the captain of the first (now fourth) instead of moving column half right until opposite the right of the preceding company and then ordering the front into line, ordered the "front" at once, and his command reached the new alignment in a nondescript manner, neither wheel nor turn. The adjutant failed to post markers at this movement. The movement was repeated to the left in somewhat better shape, followed by the front into line faced to the rear. The execution of this movement was simply excellent, the commandant of the third company not having the slightest idea of the manoeuvre. Right of companies rear into column, march in column and wheel into line with continue the march, were splendidly executed, as though officers and men were ashamed of the previous blunders, and the close column formations and deployments which followed could not be improved on. The double column of fours with deployment by two movements were excellent, as was the on right and left into line from the column of fours. The manual at the close was excellent, the several motions being executed with snap and promptness, and the order arms perfection. The drill was not a good one, but why it was not, is "one of those things no fellow can find out." The officers are certainly competent, the men as a rule fully instructed and most attentive, while it is seldom that the guides are at fault in battalion drill. The movements too are those which have been repeated times and again during the past season, so that the condumnum must remain unaltered.

The regiment is directed to parade in fatigue uniform, for drill and instruction, at the State Arsenal, Thirty-fifth street and Seventh avenue, on Monday, March 10; assembly at 8 o'clock p. m.; and the several companies, in fatigue uniform, for division drill, at the armory, at 8 o'clock p. m., as follows: Cos. B, E and I, Thursday, March 13; Cos. A, F and K, Monday, March 17; Cos. G and H, Tuesday, March 18.

NINTH NEW YORK.—On assuming command of this regiment Col. Ryder instituted a series of drills—instruction in the school of the battalion—commencing with a theoretical and practical drill of the officers and non-commissioned officers. This first drill enabled him to judge of the general condition of the command in the matter of instruction, and under the evidence so obtained the past course of division drills were instituted. The first set of drills have been closed with a marked improvement on the part of officers and guides, and although defective in many points, as the following criticism will show, were in the main fair. The attention of the men was of the very best description, showing that they are willing to learn; the manual in line and on the march was fair, the "order" being given without the usual bang, while the colonel was most careful to note and correct errors as they occurred. In the new series, however, he should insist on promptness at the hour of formation. Most of the companies now allow at least fifteen minutes for the accommodation of late men, and this is a most necessary point for immediate correction, for the sooner the men are given to understand that 8 o'clock does not mean fifteen or even one minute later the better it will be for the command. On Wednesday, February 26, Cos. I, sixteen files, and K, nine files, were equalized into four companies, twelve front, single rank, for instruction by Col. Ryder. The battalion was first formed for dress parade by Adj. Housman in excellent shape at 8:30 p. m., the ceremony being most creditably performed; but at the close the first sergeants of companies forgot to close ranks. The command was then reformed for drill, commencing with a march in column of fours, during which the step was fair and alignments good, but with too much distance between the fours, a fault that was noticeable throughout the drill. Close column on first division right in front with deployment, and a repetition left in front, were executed in good shape by the first and second companies. The third and fourth were slow in taking to the march, and in trying to recover lost distance the step was badly broken. An on right into line was very poor, the four being straggled and the carry at the halt very defective. In the first company the captain awaited the arrival of the full command on the new alignment ere ordering the dress. The movement was repeated with marked improvement. Close column formations from the column of fours were next evenly executed, the officers being prompt in giving the necessary orders. An advance in line might be much improved on, both in step and steadiness, while the lieutenant commanding the third company

remained at the front and centre instead of going to the flank. Companies right wheel and a march in column was finely executed in all respects except the step, which had increased to fully 130 to the minute. This increase of step seems to be a rule in the 9th, for as soon as a march in column is commenced the guides quicken the pace. At the halt and wheel into line the right guide of the first company failed to mark the new alignment until directed to assume his position, and then inverted his piece. The "centre forward" was finely executed, but in forming line by two movements the colonel erroneously posted markers. In this deployment the right guide of the first company was remarkably slow in coming out, and failed to invert his piece, while the left guide of the fourth company, who should have remained in his place, jumped on to the new alignment, while the right guide of the second company failed to put in an appearance until the command "guides post." The four who executed the on left into line were decidedly careless, while the carry at the halt was not up to the usual perfection of this company (I), these movements being their specialty. Right of companies rear into column was marred by the lieutenant commanding the second company not forming line until the men were nearly beyond his control. It is impossible to understand why this movement, one of the simplest in the school of the battalion, is so seldom executed in good shape. At the completion of the column the captain of the first company ordered the "support" and was blindly followed by the second and third companies. Left into line wheel was handsomely executed, and the rear into column repeated with much improvement. The formation of the double column with deployment to the right and left were performed in a first class manner, they being perhaps the best movements of the drill. The turn, at companies break from right to march to left, was most excellent and rapid, while the step in column was, as usual, rapidly increased. A general alignment the right guide of the second company was badly confused as to which flank was the point of rest, and after several changes finally properly faced the color and stood fast. A few more marches in column of fours and companies closed the drill.

The regiment is directed to assemble in fatigue uniform, white belts at its armory, for drill and instruction as follows: Cos. F, G and I, on Tuesday, March 11; A, D and B, Thursday, March 13; C, E, K and H, on Friday, March 14. Assembly at 8 p. m. The following officers have been appointed on the regimental staff: First Lieut. Chas. Housman, adjutant; Capt. R. A. Britton, quartermaster; Maj. S. W. Roof, surgeon; First Lieut. Geo. B. Fowler, assistant surgeon; Capt. G. H. Withhams, inspector of rifle practice, and Rev. Edward A. Reed, chaplain.

THIRTIETH NEW YORK.—This command is directed to assemble at the State Arsenal on Friday evening, March 7, in full dress uniform, for parade, review, presentation of colors and marksmen's badges. Brig.-Gen. John B. Woodward, Acting Adjutant-General of the State of New York, will present the colors. Brig.-Gen. Geo. W. Wingate, General Inspector of Rifle Practice, will present the marksmen's badges. Brig.-Gen. M. V. Varian, commanding 3d Brigade, will review the regiment. The regiment will assemble at the State Arsenal, in fatigue uniform, for drill and instruction as follows: Right wing, Thursday, March 13; Left wing, Tuesday, March 18; regiment, Friday, March 21, and Monday, March 24. Roll-call of companies 7:45 o'clock.

FIFTH NEW YORK.—This command assembled at Irving Hall, Fifteenth street and Irving place, on Monday, March 3, for review, presentation of colors, a grand reception and ball. Shortly after 8 o'clock the assembly was sounded, and at about 9 o'clock the battalion was formed with ten companies of twelve files front, and turned over to Col. Spencer. The regiment commander, Col. Spencer, then reviewed the command, and the non-commissioned staff, and so closely were the men crowded that the few movements of the manual executed in line were defective for want of space. Gen. Wm. G. Ward, commanding 1st Brigade, accompanied by six staff officers in full uniform, here entered the square followed by two sergeants bearing the new stand of colors. Col. Spencer ordered colors and general guides to the front and centre, and then facing the general awaited the presentation of colors and congratulated Col. Spencer on the fine appearance of his regiment, and commended it for its great improvement since joining the 1st Brigade. He complimented the officers on their efforts to acquire the complete knowledge of their duties, as well as the manner in which they had imparted the same to their men, and hoped that the future would still show greater improvements. He said it was his earnest desire to place the 5th on a footing second to none in the brigade, and that only by the industry and teaching of officers and men could the full attendance of the men could be accomplished. He admonished the men to guard well their colors, and to improve themselves in drill and discipline that the State and city would be proud of the 5th regiment. In reply, Colonel Spencer thanked the general for his uniform kindness and courtesy; said that the regiment had been greatly indebted to the brigade commander and his staff for the progress made during late years, that there was still room, and plenty of it, for much greater improvement; that it was the motto of the 5th to be second to none, and that with the continued assistance of the general and staff they hoped in a short time to reach that proud position. The colonel then received the colors, handing them to the standard-bearers and guides, the audience loudly applauded while the band played the "Star Spangled Banner." The regiment was formed for review, but the crowded space did not permit of a complete ceremony. The battalion was then dismissed. During the march to quarters the band and drum corps, under Drum Major Bennett, marched around the hall playing "Die Wacht am Rhein" amid most enthusiastic applause. Dancing was then commenced, a programme of twenty-five waltzes, polkas, lancers, etc., having been prepared, all of which were taken proper care of by the gayly dressed ladies and their soldier escorts, the sun light only throwing a damper on the festivities. The hall was well attended, nearly every regiment in the division being represented, the second division, under the command of the following officers, Capt. Geo. Thayer, Col. Spencer, Capt. J. W. Wilker, Lieut. Helfferich, Lieut. Seibert and Sergt.-Maj. Lutz, every endeavor to promote the pleasure of the guests, while the ladies were gratified with a magnificent order of dancing arranged in book form, with covers illuminated, embossed and worked with lace and gold. The entertainment was a complete success.

ARMORY INSTRUCTION IN RIFLE PRACTICE.—Col. Jas. McLeer, commanding 5th New York Brigade, has issued orders directing instruction in rifle practice to commence at once and be conducted during each company drill. Position and aiming drill is to be first taken up without the indicator, which is then to be used in all positions including that of lying. This instruction is to precede the drill (when the men are fresh) and to occupy from ten to fifteen minutes. Each man is required to fire ten shots in the armory rifle range, under the direction of the regimental inspector, five of which are to be fired from the knee. The commissioned officers of each organization are required to be assembled together to be instructed by the brigade inspector of rifle practice in regard to their duties at Creedmoor during the coming season. The inspector is also to visit the armories from time to time and inspect the progress made. This order is a wise one; but should have been issued at the commencement of the drill season, particularly that part of it relating to the instruction of officers. This armory rifle drill seems to be a bug bear to the mass of commanding officers in the 1st and 2d Divisions, and is most carefully ignored by almost all the regiments, while as a rule company officers speak of it in the most slighting manner, and state that, with the present allowance of time for regular drill, they have not sufficient to instruct their companies in the regular duties required by Tactics and regulations. The misfortune seems to be that very few of the officers of the National Guard have taken the trouble to study the rudiments of rifle practice so as to be able to teach the same to their men, but have merely picked up a superficial knowledge at Creedmoor, and rely on that to carry them through. The very little that can be taught to the men in an armory, in position and aiming drill, will be of great advantage during the practice at Creedmoor; but in the first place it becomes absolutely necessary that the instructors should be properly instructed. To form a company twelve to twenty files front, and execute position and aiming drill and even indicator practice for fifteen minutes each drill night has been found a mere farce, the instruction cannot be complete, the men tire and soon lose interest. If on the other hand officers and sergeants are fully instructed in the manual of rifle practice, this same fifteen minutes might be utilized to very good advantage. Gallery practice, with rare exceptions, has been of no possible good to the men, for they are compelled to

shoot with a light gun, small charge, easy pull and no recoil; and the gallery practice has resulted in mere class matches for badges and trophies in which the best man wins, but during which not a particle of instruction is given.

NATIONAL RIFLE ASSOCIATION.—The regular meeting of the board of directors of the National Rifle Association was held March 4, Gen. Wingate in the chair. Minutes of meeting of February 4 were read and approved, and secretary's report read and ordered on file. Asst. Secretary Weston announced that owing to a delay in receiving a cut, the issue of the annual report was delayed until about March 13. The treasurer reported the receipts for the month as \$301.59; disbursements, \$248.53; balance on hand, \$53.94. The committee on spring and fall programme reported the following programmes for the spring meeting:

- I. *Directors' Match*—Open only to directors of N. R. A.; 300 yards, standing; any rifle; 5 rounds; prize, director's gold badge.
- II. *Short Range Match*—Open to all comers; position, standing; any rifle; stated prices.
- III. *Team Match*—Open to teams of four from any military company, troop or battery of U. S. Army, Navy, and Marine Corps, or the militia or National Guard of any State, or any rifle club in the United States, or any four members of N. R. A. Numbers of teams unlimited; position, standing; any rifle; stated prizes.
- IV. *Military Team Match*—Teams of five from any military organization of the U. S. Army, Navy, or Marine Corps. Position, standing; rifle; rifle, which the organization may be armed with; prize, an embroidered flag; value, \$100; to be won three times.
- V. *Carbine Team Match*—Subscription; open to teams of four from troops or batteries of N. G. S. N. Y.; 300 yards; position, standing; Remington carbine, State model.
- VI. *Subscription Match*—All comers; any military rifle; 300 yards; standing.
- VII. *Individual Match*—Stated prizes; open to all comers; 300 yards; any rifle; standing position.
- VIII. *Team Subscription Match*—Teams of four, representing any rifle club in the United States, or any four members of the N. R. A. Teams unlimited; 300 yards; standing position; any rifle.
- IX. *Subscription Match*—300 yards; all comers; any position; any rifle.

X. *Same, But Military Rifle*.

XI. *Military Team Match*—500 yards; stated prizes; teams of four from any military organization in the United States; any position; any military rifle.

XII. *Subscription Match*—500 yards; all comers; any rifle; standing position; off-hand.

XIII. *Team Match*—500 yards; teams of four, representing any military organization or any rifle club in the United States, or any four members of the N. R. A.; any rifle; any position.

XIV. *Subscription Match*—500 yards; open to all comers; any rifle; any position.

XV. *Same*—500, 900, and 1,000 yards; all comers; any rifle; any position.

XVI. *Leach Cup Match*—Under the auspices of the Amateur Rifle Club; 500, 900, and 1,000 yards; any position; 15 rounds at each distance; any rifle.

XVII. *Running Deer Match*—Stated prizes; all comers; any rifle; eight to be centre of the barrel; five runs, one shot to each run; rounds, seven in all matches.

The clause in match XI, regarding the any position, caused considerable discussion, but was finally adopted, the vote being 6 to 4. The finance and prize committees were directed to carry out and complete the programme and prize list. The monthly programme for April, the formal opening of the range at Creedmoor, was referred to the secretary with power. Captain Jackson, here introduced to the board, and spoke in fitting terms of the treatment received by his team at the hands of the Board of Directors of the N. R. A., stating that they (the board) had deliberately ignored all promises made to the team of 1878, and that if this course was pursued, the riflemen of America, outside of the National Guard of the State of New York, would soon fail to recognize the N. R. A. as the parent organization. The question of change of offices was referred to the secretary. Gen. Wingate offered as a prize for monthly competition a champion gold marksmen's badge, under same conditions as that of last year, and in addition Asst. Secretary Weston offered as a second prize a regimental pin or badge. Both prizes were accepted, and a vote of thanks passed to the donors. The amendment of Col. Scott, that clubs of 15 from any company be admitted to membership for \$3 per year, and clubs of twenty for \$1.50 was adopted, and a special meeting of the Association called for Tuesday, March 18, 4 p. m., at 23 Park Row, to ratify same. A committee of five, consisting of Major Filton, Mr. Schermerhorn, Capt. Story, Colonels Litchfield and How, were appointed to confer with the American team, to secure harmony and take steps toward securing an international match for this fall. The meeting then adjourned.

THE TUG OF WAR.—For the second time this season the boys escaped from the drudgery of "carry arms" and "four right," and joined in the pleasing and health-giving pastime of the "Tug of War" in the games of the Scottish-American Athletic Club, Gilmore's Garden, February 28 and March 1. "All work and no play makes Jack a dull boy" is a time worn adage, yet true withal; so to vary the tedium of work at company and battalion drill, seven companies of the New York city regiments entered teams for the play of the Tug of War in these games. The first of these tugs took place on February 28. The team from Co. B, 12th regiment, under C. J. Leach as captain, all composed of light weights, the whole six not weighing over 900 lbs., were pitted against the team from the 9th, Lieut. De Groot captain, nearly double their weight. At the crack of the pistol the little fellows quickly burrowed, but were pulled over the line, by sheer strength, in just five seconds. The second tug was between Co. B, 7th, Capt. J. A. R. Dunning, and Co. F, 9th, Capt. Chas. Kelly. The boys of the second company made clean work of their opponents, and, despite their frantic efforts, carried them home in just two minutes seventeen seconds. Co. C of the 7th, Capt. Waldo Sprague, then took the rope with Co. E of the 9th, Capt. Nordbrunck. All expected that this tug would follow the rule of the others and be terminated in a few seconds, but Sprague found tough men to handle, and it required all their strength and tactics to win in eight minutes four seconds. This was clearly one of the best of the 9th's three teams. Co. D, 71st, Capt. W. C. Clark, then entered against Co. C, 7th, Capt. Sprague. The men of the 71st looked tough and hardy and capable of making a good resistance, so that all were surprised when, at the crack of the pistol announcing the commencement, the 71st men were rolling in the dirt, and were being taken into camp hand over hand, just eighteen and one-quarter seconds being required to complete the job. The first night's tug was closed with Co. B, 7th, against the regimental team of the 9th. At the start the second company gained four feet, which the 9th's team were unable to recover, and at the expiration of the fifteen minutes, Co. B was declared the winner. This left Cos. B and C of the 7th regiment winners of the trial heats, and the final tug was adjourned until the next evening. When these teams came together on Saturday night one might have imagined that every member of the 7th was present, the regimental cheer of "Schlie boom, ah" resounding from every quarter of the building. "When Greek meets Greek," etc., and this was indeed a tug of war. The teams were evenly matched, and the struggle was watched amid the wildest excitement. At the first pistol shot Co. C gained a small advantage which Co. B could not at once recover, so that the struggle soon reduced itself to a question of "wind" and endurance. All the tactics pertaining to tugs of war were used by Capt. Dunning, but Sprague was content to hold on, and tire out his opponent. At last the fifteen minutes had expired, the crack of the pistol was heard, and Co. C arose winners of the champion flag, while cheer after cheer resounded from the tired throats of the boys of the 7th and their friends.

THE MILITIA OF CANADA.—The annual report of Lieut.-Gen. Selby-Smyth, commanding the Canada militia, is a very elaborate and interesting document. Its review of events necessarily takes in an account of the Quebec and Montreal riots, and the proper lessons from them are carefully drawn. What we particularly note is the suggestion that as militia battalions are local in their nature, it is often bad policy to rely on them alone to fight their fellow citizens, because "the result may be a dangerous hostility, fraught with fatal consequences, for many subsequent years." The General therefore suggests three permanent infan-

try battalions of 800 men each. The form would be three Canadian regiments, one serving in England and one at home, interchangeably every three years, on six years' enlistments. Some modifications of this plan are also suggested, and it seems worthy to be carried out in some form. Other detailed suggestions are given for militia improvement. The Lieutenant-General finds praise for the alertness with which the militia has been won to guard against Fenian invasion; but he says he is "not quite satisfied with the militia in Manitoba," who seem to be calling on a Hercules in the shape of a regular garrison to come and occupy Fort Osborne. The Canadian militia are specially well up in artillery, both as to the supply of material and instruction in their use. General Selby-Smith says: "Our eighteen field batteries, thirteen of which are armed with 9 pounder muzzle-loading rifled guns, are in a condition of training and knowledge of gunnery ready for any rough service. They are, in a word, completely fit for service, and they owe much of their superior acquirement to the instruction given in the two gunnery schools." We think there is something quite noteworthy in the degree of attention paid to this arm by the Canada militia, as compared with our own.

CONNECTICUT.—The bill organizing a battalion of four (colored) companies of infantry has passed the Senate and will come before the House this week. The companies to comprise the battalion will be recruited in Hartford, New Haven, Bridgeport, and Norwich—one company to each of the four largest cities of the State. It will be only a temporary measure, as the main tenance of this organization (if organized), as it is believed that the colored population in this State is not large enough to furnish annually the requisite number of recruits to keep the ranks filled even to the minimum required by law.

The amendment to the law providing for two years' enlistments of men who have served five years and been honorably discharged has passed the Legislature. Orders prescribing enlistments under this act will presently be issued from the Adjutant-General's office.

The regimental inspectors of target practice are now performing a tour of instruction among the different companies. It is expected that the 13th regiment, Brooklyn, will stop over in Hartford a day or two on its return from Montreal in M. Y. The 1st regiment would be pleased to receive and entertain this regiment.

MASSACHUSETTS.—The new "Regulations for the Massachusetts Volunteer Militia," which have been prepared by a board composed of Brig.-Gen. Hobart Moore, 1st Brigade; Brig. Gen. Eben Sutton, 2d Brigade; Col. Isaac F. Kingsbury, assistant adjutant-general; Col. Edward G. Stevens, assistant inspector-general, and Lieut.-Col. Thomas F. Edmunds, commanding 1st Corps of Cadets, has been distributed to the militia. It is a handsome book of about 500 pages, uniform in size with "Upton's Tactics," and is bound in a neat and serviceable manner with clasps. The best military authorities have been consulted in the preparation of the work, and the result is a volume which will be of great service in promoting the discipline and efficiency of the Massachusetts militia, and of great value to the National Guard of other States. The law only provides for the distribution of enough copies to allow three to each company, one for the use of each commissioned officer, and a proviso is made that they shall also be kept on sale by the State printers at the cost of manufacture—one dollar a copy.

ILLINOIS.—Adj. Gen. H. Hilliard has issued the following orders for the inspection and master of the Illinois National Guard:

The master of the Illinois National Guard, which will take place on the 31st day of March, 1879, is a muster upon which must be based the division of the State military fund for army rent, fuel, lighting, and insurance on the public property. It is therefore obligatory on all commanding officers of regiments, battalions and companies that orders are issued and measures taken that this muster shall be had on that date, and that every man represented upon each company roll must be present and answer to his name, or that he is absent by proper authority, and to these facts each commanding officer of a company will be required to certify.

Commanding officers of regiments, battalions, or separate companies through their brigade commanders, will at once report all casualties that have occurred in their commands since the muster of March 31, 1878. The names of all soldiers who have died, must, especially, be fully written out. The object of this is to correct the muster roll on file in this office, on which the basis of division is made.

The name of an enlisted man cannot be dropped from the roll except through orders issued by competent authority.

NEW JERSEY.—General Orders No. 1, 1879, Adjutant-General's Office, directs the major-general commanding the National Guard to immediately detail a competent officer to instruct the military forces of the State in rifle practice, at the various armories, S. O. N. G. No. 4, H. C. N. G. No. 1, Adjutant-General's Office, current series, Col. D. Lodor, assistant adjutant-general, is temporarily detailed as instructor of rifle practice. He will commence his duties without delay, and will assemble the officers and men of the several organizations for practical and theoretical instruction at such dates and places as may be hereafter announced. The Q. M. General's Department will furnish necessary ammunition, supplies, and transportation.

The following amendments to the "Act for the organization of the National Guard" have been introduced, viz: One general inspector with the rank of brigadier-general, who shall also be inspector of rifle practice on the Governor's staff; one inspector of rifle practice with the rank of captain, on each regimental or battalion staff; two assistant inspectors of rifle practice with the rank of lieutenant-colonel, to be appointed by the Commander-in-Chief.

The Governor is authorized, upon the recommendation of the State military board, to offer prizes for skill in marksmanship among the members of the National Guard. That the National Guard be required to attend an encampment once in three years, which encampment shall continue at least five consecutive days.

Each regimental army in the State is to be at once supplied with targets, and all the paraphernalia of a fresh rifle gallery, ammunition, etc., without cost to the regiments.

The New Jersey State international and inter-State team is to be organized in May next, and practice as a team during the year.

The 9th regiment will be presented with marksman's badges on Friday evening, March 14, 1879, instead of February 28, as announced. The regiment will parade at Odd Fellows Hall, Hoboken, in full dress uniform on that occasion. Assembly promptly at 8 o'clock. Gen. Plume and staff will be present.

The non-commissioned officers of this regiment will assemble at Odd Fellows Hall, in fatigue uniform, for drill and instruction, on the following evenings at 8 o'clock: Friday, March 21, 28; April 4, 11. Lieut.-Col. Joel Green will be the instructor, assisted by Lieuts. McCullough and Curry. Punctual attendance at these drills will be insisted upon, and absence, without a good excuse, will be considered sufficient reason for a reduction to the ranks.

The following non-commissioned officers have been reduced to the ranks for neglect of duty: Sergeant Samuel Taylor and Corporal Christian Soffke, Co. B.

Co. A are to have a new company room in Odd Fellows Hall in place of the dingy quarters now occupied. The new room is a decided improvement, and will assist the membership roll of the company to some extent. Co. B have been offered a fine piece of ground for a rifle range and drill purposes covering a space of 700 yards or so on the hill. They will undoubtedly accept the offer. Co. C is building up under the care and attention of its new Captain, Ramon M. Cook. The veterans of the company are taking an active interest in building up the old command. Co. D will have a ball at Odd Fellows Hall on Saturday evening, March 30. The following members of this company who have served their full term of enlistment will receive for one year, viz: Sergeants Raab, Schroeder and Linde; Corporal Spohn; and Privates C. Luckhardt and F. Duestadt. This is a good sign for the command. The roll of Company F shows 71 members and a half dozen names on the bulletin for election. This company is improving wonderfully since the advent of Lieut. Greve. For shooting qualities the company can beat any other in the State. It has among its members four of the members of the New Jersey State team. Capt. Griffith now holds the "Moss" and "Wentling" badges, and Lieut. Greve the regimental "champion" badge;

the company team of six hold the colonel's trophy (offered to the best company rifle team last year). With the material this company possesses, they ought to be able to show a first class team of 12 men.

VARIOUS ITEMS.

—FIRST Sergeant Wm. L. FRANK has been chosen second lieutenant Co. E, 13th New York.

—GEORGE WARNER, Gating Battery N, 11th New York Brigade, won the second contest for the Beebe medal.

—ORDERS have been issued for the consolidation of Co. I and K, 8th New York, the new company to be known as L. This makes the 8th an eight company regiment.

—THE Governor has signed the bill authorizing the 7th New York to issue bonds sufficient to secure the completion of its new armory.

—CAPT. A. T. DECKER won first place in the competition—first class—of the 13th New York Rifle Club, March 1.

—THE 51st New York (Syracuse) received the marksmen's badges, 1878, on March 7. The ceremonies consisted of a review and dress parade, the presentation of badges and "Tiffany prize" to Co. D.

—THE 35th New York Battalion (Watertown) is working hard to perfect itself in all the requirements of a first class organization. Officers' drill, theoretical and practical will be held during this month, while the instruction of the several companies is supervised by the field officers.

—THE 47th New York want the army blouse for use at company drills, and Col. Brownell has made requisition for 600. If the State would furnish these blouses for the use of the men at Creedmoor during the regimental tours of rifle practice, much money might be saved in the purchase of new uniforms, not to speak of the great comfort to the men. It is to be hoped that the colonels of the 1st and 2d Divisions will follow the example of Col. Brownell.

—GEN. HASTED has presented a bill to the Assembly allowing the 7th, 12th, 23d and 33d regiments, New York, to retain their present equipments and overcoats, and draw from the State Controller their money value. Three of the commands above named are fully equipped, while one only requires the overcoats. Should this bill pass, these equipments, etc., would of course become State property and must be accounted for as such.

—THE walking fever has again broken out in the National Guard, this time in the 9th New York, Lieut. DeGroot and Serge. Halloran and Heatherington being matched in a long distance walk, New York city to New Hamburg, on the Hudson.

—THE total number now receiving benefit from the Soldier's Home at Newark, N. J., is 413; of this number, 107 are inmates of the Home. The Home cost \$39,377.63 last year. The average cost of each beneficiary per day is twenty-seven cents.

—ON Monday, March 10, the drum corps of the 5th New York, under Drum-Major Chas. Berchet, will give its twenty-first annual exhibition drill and hop at the regimental armory, 139 West Twenty-third street.

—THE "walking fever" has even reached the cavalry, Priv. William Thompson, of Troop B, Washington Greys, being matched to walk 35 miles against time at Hempstead, L. I., next week.

—THE drum corps of the 71st New York, Major Nat T. Jenks commanding, held a pleasant reception at the Lexington Avenue Opera House February 26, and in conjunction with the Chrestomathean Dramatic Club gave an excellent representation of the farces of "Box and Cox" and "Ici on parle francais." The rendition of "An Old Man's Prayer," an episode of the late rebellion, by Capt. A. Curtis, Co. B, was delivered with much pathos and power. Dancing followed the entertainment.

—THE 5th New York will drill at the State Arsenal Friday March 28, and Monday, April 14.

—THE 7th New York will drill in the school of the battalion at their armory as follows: Co. D and G, March 17, April 7; C and K, March 12, April 9; H and A, March 14, April 4; E and F, March 18, April 8; I and B, March 13, April 10. Assembly at 8 P. M.

—THE annual ball of Co. D, 71st N. Y., Captain Wm. C. Clark, at Irving Hall, Wednesday, March 5, was one of the most enjoyable entertainments of the year. The dancing floor was well filled during the night, while the lobbies, gallery and boxes were occupied by those who could not find room on the floor. The hall was most tastefully decorated, while Capt. Clark and the committees were ubiquitous in tending to the wants of their guests.

ANSWERS TO CORRESPONDENTS.

The editor of the ARMY AND NAVY JOURNAL must decline to decide points between officers and the men of their commands. No attention paid to fictitious signatures, unless accompanied by real name and address of writer.

COLONEL, Buffalo, New York, asks: Should the command "charge cartridge" be given after the command "load" when not drilling by detail? Please settle this question in dispute if possible, the decision to be made in the McQuade Manual. ANSWER.—No.

CLAUDINE ASKE: How many officials are employed at present at the Soldier's Home, Hampton, Va., how classified and by whom paid, and what is the average number of inmates for the year ending December, 1878? ANSWER.—There are three officials at Soldier's Home, Hampton, Va., P. T. Woodfin, governor; G. H. Marrison, doctor; and Harry Keys, quartermaster—are paid by a Board of Management from appropriations made annually by Congress, and from a special fund. Gen. B. F. Butler is understood to be chairman of the Board of Management. Average number of inmates for the year ending December 31, 1876, is 610.

FIRST REGIMENT, C. N. G., writes: 1. Par. 119, Upton's Infantry Tactics, provides for the double time movement at arms pace, and what is the correct time movement at arms pace at quick time, arms at carry, and the command be given, charge bayonet, followed by double time, march, should not the pieces be brought to the right shoulder? 2. What par. in Upton authorizes the charge bayonet when executing the double time; or the double time when charging bayonets? ANSWER.—1. It is not intended that charge bayonets should be executed at double time. Arms port should be used instead. 2. See par. 87, Tactics.

CAVALRY, BUFFALO, N. Y., asks: What is the regulation sword belt adopted by the State of New York for field, staff, and line officers of regiments? In what portion of the General Regulations, S. N. Y., or in what orders is sword belts for officers named described? I find in the State Regulations description of sword belt for general officers and officers of general staff and staff corps. Par. 850, 851, and 853, but no other. ANSWER.—For field officers, same as par. 851. For all other officers, same as par. 853. The omission of a paragraph to this effect, in the State Regulations, is clearly an oversight; as in all other cases the field and company officers are provided for.

KADIAN, Philadelphia, writes: You made reply to "Paratus" in a former edition of the JOURNAL, that the non-commissioned staff carry swords drawn on the several occasions of dress parade, street parade, inspections and reviews, and that they draw same when assuming position at regimental formation. 1. Does the same apply to commissioned staff? 2. Should the non-commissioned staff wear the knapsack when the command to which they are attached is paraded with them? 3. Upton says, at battalion formations when the same is about to be turned over to the colonel: "the adjutant salutes and reports, 'sir, the battalion is formed'; the colonel returns the salute and directs, 'take your post, sir,' draws his sword and brings the command to a 'carry arms.'" Now here is where the question comes in. In a different paragraph of the same (numerically) paragraph Upton goes on to say "the adjutant faces about and returns to his post in line." Does the adjutant wait until the command is brought to the "carry" or does the colonel wait until the adjutant reaches his post before commanding "carry arms," or is it executed while the adjutant is on his way? From the reading of the paragraph it is presumed the adjutant should not return

to his post until after the carry arms is executed. Your reply to the above will oblige many. ANSWER.—1. The commissioned staff only draw swords on occasions of ceremony or when transmitting orders or commands of their chief. Except the adjutant, who is always on duty with the colonel, the staff are not on duty unless specially ordered, therefore need not draw swords. See par. 760, Tactics. 2. Yes. 3. The adjutant obeys the order to take his post at once. The Tactics do not say, after the colonel commands carry arms, that the adjutant then faces about, etc., but assumes that he knows his duty and will immediately perform it.

GUARD, Fort Fetterman, W. T., asks: A non-commissioned officer of cavalry being on post guard and armed with the sabre only, No. 1 (entry in front of the guard house) seeing the officer of the day approach calls out, "Turn out the guard, officer of the day." The officer replies, "Never mind the guard, call the sergeant." Now the guard not being turned out, does the sergeant draw his sabre and salute with it the officer of the day when he reports to him for such orders as he may desire to communicate, or does he allow his sabre to remain in the scabbard and make the prescribed salute with his hand? Does a non-commissioned officer of cavalry, on guard, and armed with the sabre only, draw his sabre when called by No. 1 when the guard is not turned out and paraded and he is simply called to receive additional instructions from the officer of the day? Upton says that the salute shall be made with the sabre or hand according as the sabre is in the scabbard or drawn. ANSWER.—The sergeant of the guard is on duty for twenty-four hours, and in the absence of the officer of the guard would command same. He should, therefore, when reporting to the officer of the day have his sabre drawn and salute with same.

THE Ratskaua Praeada confirms the statement "that the dam of the Oxus at Bend had been broken, and that consequently there was a flow of water into the Usboi, an old bed of the river." This the Calcutta Pioneer regards as the most important political event that has happened recently in Central Asia. It will mean most likely that the frontiers of Russia and Asia are advanced and her communications improved more in a single year than they have been in twenty.

CAPTAIN KOUROPATKINE, who served on the staff of General Skobelev throughout the late war, has published in recent numbers of the "Vojennyi Sbornik" a graphic and instructive account of the way in which the Russian trenches were advanced night after night during the siege operations carried on against the Turkish redoubts round Plevna after the failure of the three attempts made to carry them by open assault. The exact line along which the trenches were to be excavated having been determined beforehand by engineer officers, the companies forming the Russian working parties paraded immediately after it had become quite dark, each man carrying an entrenching implement as well as his rifle and bayonet. When some little distance from the spot where the trench was to be dug, each company was extended into a line of a single rank; two or three parties, of three or four men each, were sent forward 200 or 300 paces, and, thus preceded, the working party advanced as quietly as possible, each company being followed by a small squad of sick-bearers carrying litters, and under the charge of a non-commissioned officer. Neither smoking nor talking was allowed in the ranks, and the men were especially cautioned not to allow their tools and rifles to clash together. Arrived at the spot where the work was to be begun, the line of workmen, halted by a whispered word of command, passed along the rank, faced about without any further order being given, and piled arms noiselessly. Another whispered order, and each man dug in front of him a shallow groove in the ground, the grooves joining one another, and so forming continuous line which marked where the rear of the trench was to be. Another word of command passed along from man to man, and the whole faced about and advanced six paces to the front. There another continuous groove was traced along the ground by each man again cutting a small groove in front of himself, and this new line indicated where the front of the trench was to be. The boundaries of the excavation thus defined, the work was at once begun, each man digging a hole for himself, so as to obtain the greatest amount of cover possible in the shortest time, and all throwing the earth to the front to form a common parapet. Generally, Captain Kouroupatkine continues, the work was carried on at the outset with the utmost energy; and at the same time so noiselessly that three hundred paces away not a sound could be heard. After, perhaps, two hours the men began to tire, and began to talk, and even dispute, until this brought upon them the enemy's fire.

A LECTURE was delivered before the English Unité Service Institution, Jan. 24, by Vice-Admiral G. G. Randolph, C.B., on "The Relative Importance of Broadside and End-on Fire Tactically Considered." He fixed the relative effective value of three to one in favor of shots aimed at the side. The power to rake an enemy was shorn of the extreme value at one time attached to it; for the object of ironclads, against which artillery was comparatively weak, must be to ram. The true art in a naval battle was to throw a pondering force upon some important point of the enemy's position in line. It was not a scientific or good tactic to throw one's whole force headlong into collision with the enemy, as in Nelson's days. If each ship's ram was a perfect success the fight was at an end; but this supposition was utopian, and in the confusion and partial failure resulting from the first attack end-on fire became invaluable. With regard to forts the best method of attacking them was to pass and repass in a circle at various distances to disconcert the enemy's range; but this must depend on the locality. An end-on fire could be maintained much longer and more efficiently by a given number of bow guns than by double or treble the number of broadside ones, and with a tithe of the risk of damage to the ships. Naval actions would not, in future, be determined by the broadside fire, though it would play a most important part. The combat would rather be decided by skill in manoeuvre—by the sharp, intelligent eye to discover, the ready presence of mind to command, and the perfect discipline to execute the right movement at the right time. When the skill was found superior on the part of the broadsides, the broadsides would prevail in spite of their disadvantages.

RECENT tests, at Aldershot, of the Martini-Henry against guns in the open or in gun pits, were conclusive in favor of the rifle. A party of twenty from the School of Musketry in seven minutes fired 384 rounds at 1,400 yards, made eighteen hits, and killed or wounded eight out of nine gunners standing in the open. A further experiment was made by a picket party of ten men of the 45th Regiment firing (at Hythe) ten rounds independent, and ten by volley; at ten gunners in a gun pit at 700 yards. They made sixty-four hits and killed or wounded all the gunners. Previous to their going into the Afghan campaign, the Peabody-Martini rifles of the Rifle Brigade were sighted for 2,000 yards in volley firing against a number of targets arranged to represent an approaching enemy. They were found perfectly effective at 2,100 yards.

The Army and Navy Gazette of January 18 remarks that it is very much to be regretted that the force which had just been sent to re-enforce Lord Chelmsford should have consisted in part of 500 raw recruits who had never fired off lead-loaded muskets.

The British Admiralty has issued a code of instructions to naval gunnery men, whereby similar accidents to that which occurred on board the *Thunderer* will be prevented. Directions are given for ascertaining before firing if projectiles are "home" when the rammer is worked by the hydraulic process.

A CONVENTION has (according to a telegram from Constantinople) been concluded between England and Turkey, by which the former agrees to purchase the State lands in Cyprus, the Sultan retaining his private estates in the island, which are of large extent.

ACCORDING to the plan of 1873 there are still wanting to complete the German fleet one ironclad corvette, eleven ironclad gunboats, three corvettes, and three avisos. Of these one ironclad corvette, two covered corvettes, two avisos, and four gunboats are to be commenced in the course of the present year.

The material out of which they manufacture the stories told to those much-believing sailors, "the marines," is shown by the report recently brought to New York by Captain Hay, of the British ship *Tarantula*, that on the 6th of February, somewhere between the Caribbean Sea and the Bermudas, he found himself surrounded by a mysterious fleet of naval vessels. He said, as reported, "they were all steamers, some of them with two funnels, and all lay on the port bow except one. Their yards and running rigging were braced and trimmed in regular man-of-war fashion. None of them hailed us nor paid any attention to us. Two of the sail were ironclad rams, I should judge from the way in which their bows sloped at an angle of 45 deg. It was a magnificent sight. There was a full moon, and the sea was as full as a mill pond. Although they were all three masted, none of them had any canvas set." The only foundation for this appears to be in the information which comes from Maracaibo, stating that five small schooners, one of them alone being armed with cannon, set sail for Point Macella on Jan. 26, manned

by a handful of revolutionists and carrying away five of the pilots of Maracaibo as well as the English tug-boat *Livingstone*. They proposed, so long as their ammunition lasted, to bombard Laguayra."

An agreement has been entered into between Great Britain and Portugal, we learn from the *Standard*, for joint operations in putting a check to the traffic in slaves which is known to exist between the Mozambique Coast and the Island of Madagascar.

The German government has under consideration a proposal for the adoption of an international code of regulations for ships at sea, with a view to preventing collisions. One of the regulations suggested is that in the English Channel, from the Isle of Wight to the Goodwin Sands, vessels shall, under all circumstances, sail at slow speed.

As showing the state of poverty at present existing in Berlin, M. Zimmermann, a member of the German Parliament, has pointed out (we learn from the Paris correspondent of the *Standard*) that in the course of one year two hundred thousand persons have been prosecuted for non-payment of income-tax, and that in the great majority of cases a seizure of the effects of the defaulters yielded nothing. More than one hundred and twenty thousand persons were prosecuted for having failed to pay their rent.

The Indian Government has recognised the value of the erbwurst as a ration for the soldier on a campaign, and is sending out a large supply to Afghanistan. The *Army and Navy Gazette* says: We need only go back to the Franco-Prussian war to see the enormous advantage the erbwurst gave to the German soldier over his less fortunate foe, who, not being similarly provided, usually had to fight for days together on an empty stomach, the French Commissariat being "nowhere," whilst the German troops required a halt of a few minutes to cook a palatable hot meal, each individual forming his own Commissariat. It resolves itself into this fact, that all our arms of precision are rendered perfectly futile unless the soldier has the food supply to enable him to carry out the advantages that these rapid shooting weapons place within his reach.

In an interesting paper on Russian Artillery Tactics, presented to the Woolwich Royal Artillery Institute, by Lieut. Murray, R. A., the laws of offensive artillery tactics are briefly enumerated as follows: First, a powerful artillery fire must be developed as early as possible in the action; second, it is the duty of a battery not only to prepare the way for infantry, but to assist infantry in the attack; third, there must be no waste of ammunition at long ranges, but guns must be moved as soon as possible to a decisive range; fourth, guns are not to be regarded as colors, but must be fought to the last, even at the risk of being lost; fifth, guns have nothing to fear from a front attack of infantry, provided their flanks are secured. Such are the laws of offensive artillery tactics. These laws were entirely disregarded by the Russian commander, and the fatal

result was that the war had almost drawn to a close before they had learnt how to make a right use of artillery in action. The lesson to be deduced from these experiences is the obvious one that a thorough tactical training of artillery during time of peace is of the last importance to the welfare of that arm of the service.

MUCH is said from time to time about the institution of grand new hotels. Still the old favorites retain their strong grip on the public regard. Among these, none is worthy to be named with the "St. Nicholas," which title is so dear to New Yorkers, so grateful and suggestive to myriads all over the land, for splendid cheer and cordial, old-fashioned hospitality. The cuisine has always been celebrated, and retains all its pristine excellence, and the furnishing is the perfection of elegant good taste. The stranger cannot better serve his pocket and his case than by making this his New York home.

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MARRIED.

[Announcements of Marriages and Births FIFTY CENTS each, and the signature and address of the party sending must accompany the notice.]

CALHOUN—REED.—February 20, 1879, at the M. E. Church, Monroe, Mich., by the Rev. Mr. Suer, Lieut. F. S. CALHOUN, 14th Infantry, U. S. A., to EMMA L., daughter of David Reed, of Monroe.

HUNTER—HINMAN.—At St. John's Episcopal Church, Lancaster, Ohio, by the Rev. C. C. Burnett, Dec. 17, 1874, Lieut. Geo. K. HUNTER, 3d Cavalry, and Miss MARY E. HINMAN, daughter of E. B. Hinman, of Cincinnati.

BIRTHS.

HEMPHILL.—At Fort Supply, I. T., February 10, 1879, to the wife of Captain W. C. Hemphill, 1st U. S. Cavalry, a daughter.

WILLSON.—February 23, 1879, to Mr. and Mrs. A. E. Willson, of Louisville, Ky., a son—JAMES EMIN WILLSON.

DIED.

Brief announcements will be inserted under this head without charge. Obituary notices and resolutions should be paid for at the rate of two cents a word, unless it is intended to leave the question of their insertion to the discretion of the Editor.

HAYWARD.—At Erie, Pa., March 3d, SUSAN, daughter of R. L. North, M. D., of Charleston, S. C., and wife of Commander Geo. W. Hayward, U. S. Navy, aged 39 years 8 months.

MARNEY.—At Rio de Janeiro, Jan. 28th, of yellow fever, in his 34th year, GILBERT JACKSON, son of Francis F. and Elizabeth McCoun Marbury.

WILLSON.—March 2, 1879, at the Galt House, Louisville, Ky., JAMES EMIN WILLSON, infant son of A. E. Willson and Hoodie E. (Emin) Willson, aged 7 days. Interment at Cave-Hill Cemetery.

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THIRTY-FOURTH ANNUAL REPORT OF THE New York Life Insurance Co., Office, Nos. 346 & 348 Broadway.

January 1, 1879.

Amount of Net Cash Assets, January 1, 1878, - \$34,452,905 29

REVENUE ACCOUNT.

Premiums received and deferred.....	\$6,121,856.04
Less deferred premiums Jan. 1, 1878.....	396,289 25 - \$5,725,566.78
Interest received and accrued.....	2,264,563.45
Less interest accrued Jan. 1, 1878.....	815,895 35 - \$1,448,668 10
Grand total.....	\$7,674,331 91

DISBURSEMENT ACCOUNT.

Losses by death, including Reversionary additions to same.....	\$1,687,675.61
Endowments matured and discounted, including Reversionary additions to same.....	673,051.74
Life annuities and reinsurance.....	231,005 29
Dividends and returned premiums on cancelled policies.....	2,288,674 25
Commissions, brokerages, agency expenses and physicians' fees.....	518,809 94
Taxes, office and law expenses, salaries, advertising, printing, &c.....	417,254.78
Reduction of values on United States and other stocks.....	85,683.00
Profit and loss account.....	5,568.98
Grand total.....	\$5,918,679.59

Grand total.....\$36,213,457.61

ASSETS.

Cash in bank, on hand and in transit (since received).....	\$932,839.43
Invested in United States, New York City, and other stocks (market value \$15,415,103.34).....	14,791,367.73
Real estate.....	4,589,370.42
Bonds and mortgages, first lien on real estate (buildings thereon insured for \$12,860,000 and the policies assigned to the company as additional collateral security).....	14,361,158.43
* Loans on existing policies (the reserve held by the company on these policies amounts to \$3,223,000).....	621,984.93
* Quarterly and semi-annual premiums on existing policies, due subsequent to January 1, 1879.....	379,839 09
* Premiums on existing policies in course of transmission and collection (estimated reserve on these policies, \$500,000; (included in liabilities).....	146,834.75
Agents' balances.....	88,036.91
Accrued interest on investments to January 1, 1879.....	806,225.93
* A detailed schedule of these items will accompany the usual annual report filed with the Insurance Department of the State of New York.	
Excess of market value of securities over cost.....	623,837.62

CASH ASSETS, January 1, 1879.....\$36,837,295.23

Appropriated as follows:

Adjusted losses, due subsequent to January 1, 1879.....	\$399,488.68
Reported losses, awaiting proof, &c.....	180,943.39
Matured endowments, due and unpaid.....	19,601.07
Reserved for reinsurance on existing policies; participating insurance at 4 per cent. Carleton net premium; nonparticipating at 5 per cent. Carleton net premium.....	32,369,333.40
Reserved for contingent liabilities to Tontine Dividend Fund, over and above a 4 per cent. reserve on existing policies of that class.....	1,041,456.87
Reserve for premiums paid in advance.....	14,987.18
Divisible surplus at 4 per cent.....	\$34,028,588.50
	2,811,436.84

Surplus, estimated by the New York State Standard at 4 1-2 per cent. over.....\$6,500,000.00

From the undivided surplus of \$3,311,436 61 the Board of Trustees has declared a Reversionary dividend to participating policies in proportion to their contribution to surplus, available on settlement at next annual premium.

During the year 5,583 policies have been issued, insuring \$15,949,586.	
Number of policies in force Jan. 1, 1878, 44,621.....	Amount at risk, \$196,134,119.
Number of policies in force Jan. 1, 1877, 45,421.....	Amount at risk, 127,748 473.
Number of policies in force Jan. 1, 1878, 45,605.....	Amount at risk, 127,901,877.
Number of policies in force Jan. 1, 1879, 45,005.....	Amount at risk, 125,232,144.
Death-claims paid 1878, \$1,594,815.....	Income from interest, 1878, \$1,870,658.
Death-claims paid 1876, 1,547,648.....	Income from interest, 1876, 1,906,950.
Death-claims paid 1877, 1,834,128.....	Income from interest, 1877, 1,867,457.
Death-claims paid 1878, 1,687,676.....	Income from interest, 1878, 1,948,665.
Divisible surplus at 4 p. c. Jan. 1, 1878, \$3,499,636.....	Divisible surplus at 4 p. c. Jan. 1, 1877, \$3,630,816.
Divisible surplus at 4 p. c. Jan. 1, 1878, 2,864,144.....	Divisible surplus at 4 p. c. Jan. 1, 1879, 2,811,436.

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